1999 Saskatchewan Traffic Accident Facts

The impaired driver of a pick-up swerved into oppos

e impaired operator o

a car was speeding a

The driver of a car slid sideways on ice into opposite lane and struck a heavy truck.

The impaired operator of a snowmobile attempted to make a right angle curve and went 25 metres into the bush. The driver of pick-up went through a stop sign and struck a tree.The driver of a car lost control and crossed centre line then collided head on with another car.

The driver of a car lost control, over-corrected and rolled. The impaired driver of a car drifted into the ditch and struck a bridge.

The driver of a car struck a moose. The impaired driver of a pick-up lost control and rolled into ditch. The impaired driver of a pick-up lost control, entered ditch and struck two approaches.

The impaired driver of a pick-up was driving near centre of the road and collided head-on with the driver of a car who had been drinking.

The driver of a car entered centre meridian while travelling on a curve and rolled. The driver had been drinking. The impaired driver of a pick-up lost control and rolled.

SGIIII

The driver of a pick-up lost control and skidded into oncoming path of another pick-up. The driver of a pick-up was driving

1999 QUICK FACTS REPORT

(1999 Compared to 1998)

	1998	1999	% CHANGE
PROPERTY DAMAGE ONLY COLLISIONS *	20,963	20,868	-0.5
PERSONAL INJURY COLLISIONS *	4,953	5,453	10.1
FATAL COLLISIONS *	128	147	14.8
TOTAL REPORTED COLLISIONS *	26,044	26,468	1.6
NUMBER OF DEATHS	148	186	25.7
NUMBER OF INJURIES	7,212	7,995	10.9
PROVINCIAL HIGHWAY COLLISIONS	4,129	4,355	5.5
RURAL ROAD COLLISIONS	2,334	2,403	3.0
URBAN STREET COLLISIONS	19,052	19,116	0.3
OTHER LOCATIONS	529	594	12.3
REGISTERED VEHICLES	715,442	714,241	-0.2
LICENSED VEHICLE OPERATORS	662,810	667,378	0.7
SASKATCHEWAN POPULATION	1,024,387	1,028,221	0.4
COLLISIONS PER 100 LICENSED OPERATORS	3.93	3.97	1.0
COLLISIONS PER 100 REGISTERED VEHICLES	3.64	3.71	1.9
COLLISIONS PER 100 POPULATION	2.54	2.57	1.2
CASUALTY COLLISIONS PER 100 LICENSED OPERATORS	0.77	0.84	9.1
CASUALTY COLLISIONS PER 100 REGISTERED VEHICLES	0.71	0.78	9.9
CASUALTY COLLISIONS PER 100 POPULATION	0.50	0.54	8.0

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Auto Fund. Collisions resulting in property damage only are reported by the police when the estimated repair costs for all vehicles exceed $1,000, whereas a collision claim may occur for any amount. Police estimates may not accurately reflect the actual repair costs and cases are excluded from TAIS when deemed to be under the reporting threshold. Private property and parking lot collisions as well as damage resulting from acts of vandalism or natural causes are also not recorded in TAIS.

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Letter of Transmittal

July 10, 2000

To: Saskatchewan's Traffic Safety Community

I am pleased to present you with the 1999 Traffic Accident Information System Report.

Data provided by SGI's TAIS allows us to get a good understanding of the characteristics of traffic accidents in Saskatchewan and design appropriate countermeasures to deal with them in a timely fashion. It continues to be an invaluable resource for managing road safety in this province.

Looking at the data provided by the 1999 TAIS report, we see that it was a bad year for road safety in Saskatchewan. Both injury and fatal crashes were up considerably from recent years. Two main factors contributed to the rise in the percentage of fatal crashes: alcohol and new drivers. Additionally, one out of every two people killed or seriously injured was not wearing a seatbelt or using a child restraint.

This report would not be possible without the excellent work of the police officers of Saskatchewan who collect the accident data. Once again, we salute and thank them for their efforts.

Yours sincerely

Larry Fogg
President
SGI

will you walk away
from drinking &
driving?
SG

SASKATCHEWAN ROAD SAFETY TAKES A STEP BACK

Last year will be remembered as a year of setbacks for road safety in Saskatchewan. Fatal and injury crashes were up considerably from recent years, mainly due to some perennial road safety concerns. However, a closer look at last year's results combined with those from previous years does provide some encouragement.

The percentage of fatal crashes that were alcohol-related increased in both 1998 and 1999, with 1997 having the lowest percentage to date. Despite these increases, the role of alcohol as a causal factor in fatal crashes has declined throughout the 1990s. In 1999, alcohol was a factor in two of every five fatal crashes (42.7 per cent), which compares with the average over the past decade (41.9 per cent). The contribution of alcohol to injury (and damage only) crashes continues to decline.

In 1999, only one of every two people killed or seriously injured was restrained (44.4 and 57.8 per cent respectively). The number of people killed in 1999 who were not restrained was virtually unchanged from the year before, while restraint use among those seriously injured has been constant over the last five years. The early nineties marked a period of continual improvement in the percentage of casualties where restraints were used. Inexplicably, though, the improvements did not carry through to the latter part of the decade. Throughout this period, least likely to be restrained were those killed or seriously injured on rural roads.

Last year, young drivers continued to be over-represented in fatal and injury crashes. Drivers age 15 to 18 accounted for 7.2 per cent of licensed drivers in Saskatchewan, but they were involved in 18.4 per cent of all fatal crashes and 21.3 per cent of all injury crashes. Notably, fatal crashes among drivers age 15 to 18 rose to 27 in 1999 from 14 in each of the two years before, and 13 the year before that. The years from 1996 through 1998 were the group's best in recent history.

Unfortunately, this age group has been consistently over-represented in crashes throughout the 1990s by as much as three to one. Despite this, and their poor fatal crash experience last year, young driver's over-representation in fatal and injury crashes has been declining gradually with time.

Once again, it's important to consider the last year's results in the context of the larger picture. It's also clear that there is more work to be done around our main traffic safety concerns to make Saskatchewan's roads safer for everyone.

SGI

Introduction

The Traffic Accident Information System (TAIS) is a computer-based system that compiles information on traffic collisions occurring on Saskatchewan highways. This information is obtained from the motor vehicle accident (MVA) report form that is completed by Saskatchewan police agencies in accordance with Section 83 of The Highway Traffic Act.

TAIS provides valuable information for many traffic collision countermeasure programs and has done so since its inception in 1979. As a result of changing needs and improved technologies, a completely new TAIS was implemented in January 1991. The new TAIS consists of a personal computer-based system that provides more adaptability to "user" needs, a redesigned MVA report form, improved instructions and user documentation.

TAIS, the MVA report form, and various collision publications are administered by the Auto Fund, SGI. The collection of this valuable data is made possible by the efforts and dedication of the many police officers across the province who complete MVA forms from their collision investigations.

TAIS Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of $1,000 in property damage, not including damage to cargo. TAIS records only reportable motor vehicle collisions that occur on public roadways. While legislation requires the reporting of private property collisions to police, they are not recorded on TAIS. The following is a list of words and terms used in reportable motor vehicle collisions:

INCIDENT - Any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.

MOTOR VEHICLE - any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right-of-way are not reportable on TAIS.

IN TRANSPORT - means "in motion or being operated" on a roadway.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.

PUBLIC ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.

SNOWMOBILES AND OFF-HIGHWAY VEHICLES - collisions involving snowmobiles and off-highway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right-of-way, they are on private property.

ROAD AUTHORITY - the jurisdiction responsible for the general maintenance and traffic safety of the road. The following is a list of Road Authorities and location breakdowns used in the MVA report:

URBAN LOCATION - any street, lane or back alley as defined in codes 01 and 02 below which is within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.

01. STREET - any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.

02. LANE/BACK ALLEY - any alley or lane within an urban area intended for use by the public and maintained by the local government.

HIGHWAY LOCATION - any rural/urban highway, provincial road, community access or service road, or other highway as defined in codes 03, 04, and 05 below.

03. RURAL/URBAN HIGHWAY - any numbered provincial highway in a rural area or urban area with a population less than 1,000, that is maintained by Saskatchewan Highways and Transportation, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

04. PROVINCIAL ROADS (900 series highways) - any public highway with a highway number greater than 900.

05. COMMUNITY ACCESS, SERVICE ROAD/OTHER - roads built and maintained by Saskatchewan Highways and Transportation, providing access to communities, industrial plants, and/or land parcels.

RURAL ROAD LOCATION - Any designated grid, municipal or other road as defined in codes 06 and 07 below.

06. DESIGNATED GRID ROAD - A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through an Indian Reserve are coded to the Indian Reserve (code 09).

07. MUNICIPAL/OTHER RURAL ROAD - any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through Indian Reserves are coded to the Indian Reserve (code 09).

OTHER LOCATIONS - any location not identified under urban, highway or rural road locations.

08. PRIVATE LAND/PARKING LOT - privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Accidents coded to this Road Authority are **not** recorded on TAIS.

09. INDIAN RESERVES (Grid or Municipal Road) - any public road within an Indian Reserve boundary, other than a provincial highway, serving as an access or internal road for an Indian Reserve.

10. NORTHERN FOREST ROAD - roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

11. FEDERAL/PROVINCIAL LANDS - any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land such as parks, federal community pastures, etc.

12. NOT KNOWN - this code is intended for use only when a general location is definitely not known.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in The Highway Traffic Act ($1,000) with no personal injuries or deaths.

TRAFFIC INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

TRAFFIC FATALITY COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Auto Fund. Collisions resulting in property damage only are reported by the police when the estimated repair costs for all vehicles exceed $1,000, whereas a collision claim may occur for any amount. Police estimates may not accurately reflect the actual repair costs and cases are excluded from TAIS when deemed to be under the reporting threshold. Private property and parking lot collisions as well as damage resulting from acts of vandalism or natural causes are also not recorded in TAIS.

The information presented in this publication reflects all police reports known to SGI as of April 3, 2000. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

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Historical Trends

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Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

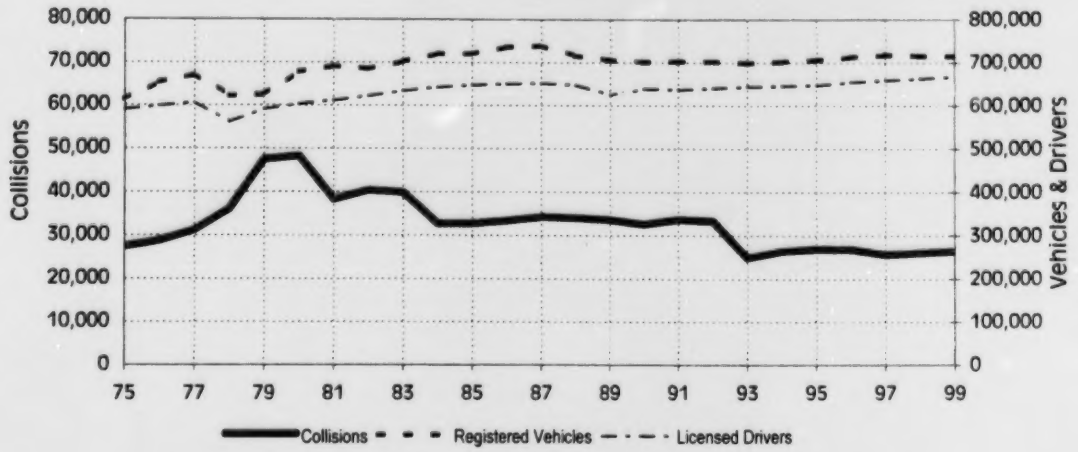
Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property-damage-only collisions during the years 1970, 1984 and 1993. The years 1979 and 1981 also reflect changes in the data collection procedures and the recording of private property collisions. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of property-damage-only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

Trends in crashes resulting in fatalities and injuries show a steady decline since the early 1970s. Fatal crashes peaked at 234 in 1974, while injury crashes peaked at 6,401 in 1975. The five year average for fatal and injury crashes are now 129 and 5,053 respectively. Trends in all collisions show an upward trend until 1979-1980, and drop off to stay at relatively stable levels through the mid-1980s to early 1990s.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



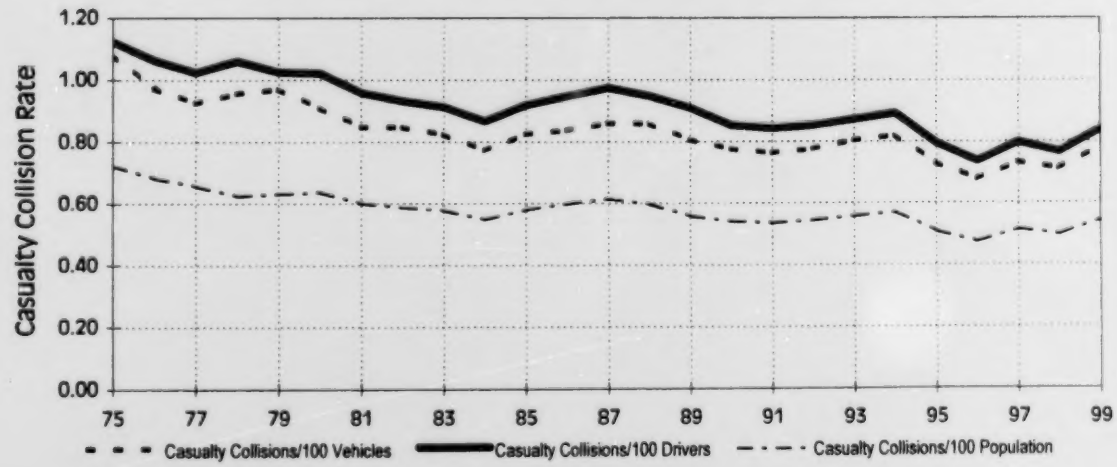
3 Year Summary

	1997	1998	1999	% Change
Registered Vehicles	717,561	715,442	714,241	-0.17
Licensed Drivers	658,972	662,810	667,378	0.69
Total Collisions	25,655	26,044	26,468	1.63

See Appendix sections A1.1 to A1.7 for additional details

Trends in Casualty Collision Rates by Vehicles, Drivers, and Population

Figure 1.2



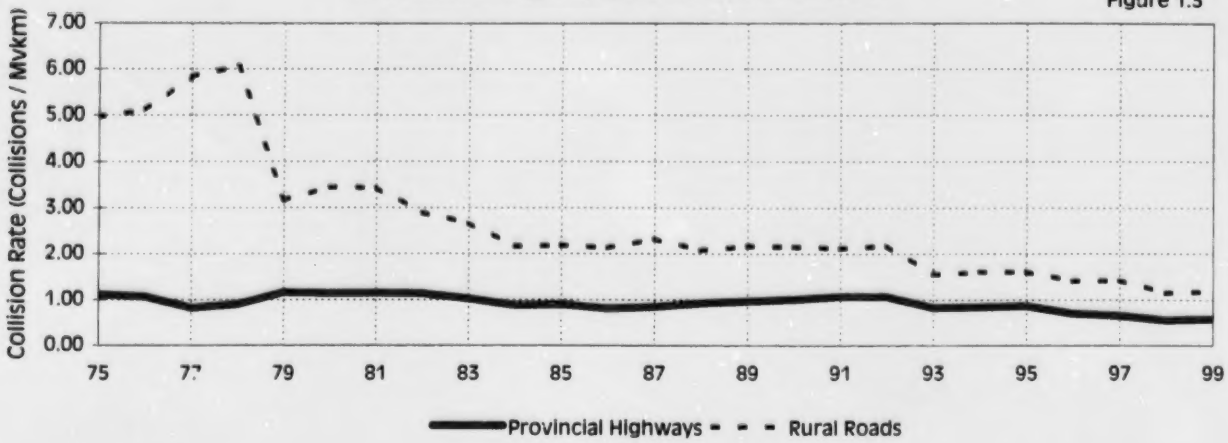
3 Year Summary

	1997	1998	1999	% Change
Casualty Collisions / 100 Registered Vehicles	0.73	0.71	0.78	9.86
Casualty Collisions / 100 Licensed Drivers	0.80	0.77	0.84	9.09
Casualty Collisions / 100 Population	0.51	0.50	0.54	8.00

See Appendix sections A1.1 to A1.7 for additional details

Trends in Collision Rates (Collisions / MvKm) For Provincial Highways and Rural Roads

Figure 1.3



3 Year Summary By Road System

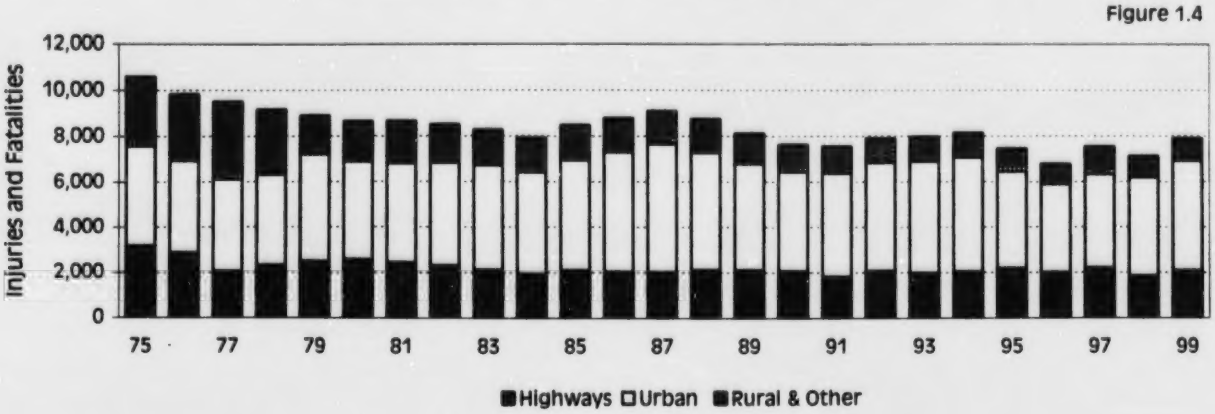
Collisions per Million Vehicle Kms

	1997	1998	1999	% Change
Provincial Highways	0.66	0.55	0.58	5.84
Rural Roads	1.42	1.15	1.18	2.61

See Appendix sections A1.1 to A1.7 for additional details

Trends in Total Victims by Road System

Figure 1.4



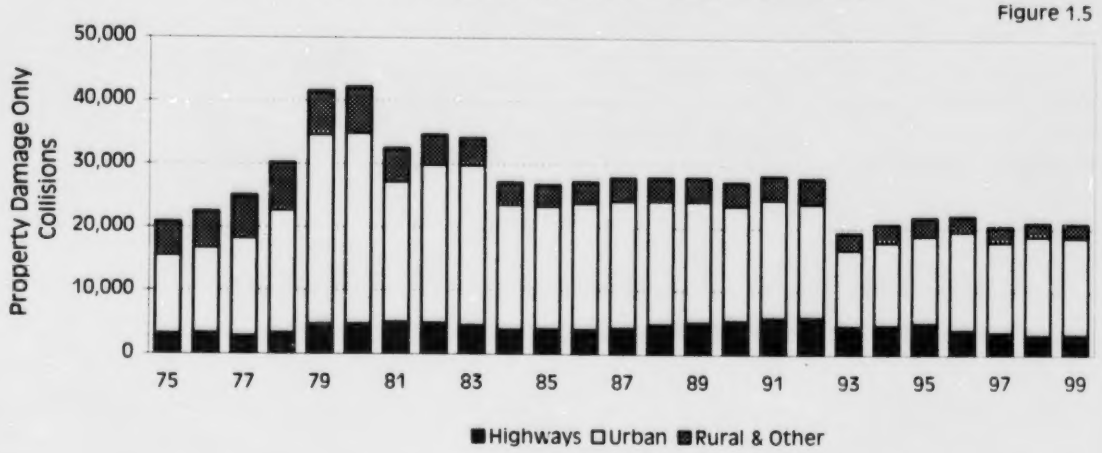
3 Year Summary by Road System

	Personal Injuries				Fatalities			
	1997	1998	1999	% Change	1997	1998	1999	% Change
Provincial Highways	2,088	1,751	1,972	12.62	98	88	106	20.45
Urban Streets	4,128	4,336	4,821	11.19	20	17	28	64.71
Rural Roads	1,156	888	916	3.15	37	39	39	0.00
Other Roads	234	237	286	20.68	9	4	13	225.00
Total	**7,606**	**7,212**	**7,995**	**10.86**	**164**	**148**	**186**	**25.68**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Property Damage Only Collisions

Figure 1.5



3 Year Summary by Road System

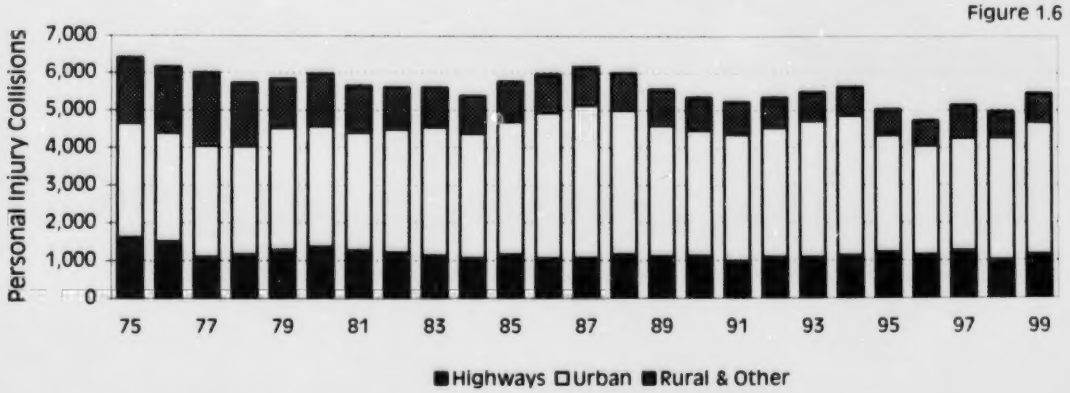
Property Damage Collisions

	1997	1998	1999	% Change
Provincial Highways	3,438	3,063	3,132	2.25
Urban Streets	14,472	15,773	15,551	-1.41
Rural Roads	2,096	1,736	1,773	2.13
Other Roads	394	391	412	5.37
Total Roads	**20,400**	**20,963**	**20,868**	**-0.45**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Personal Injury Collisions

Figure 1.6



3 Year Summary by Road System

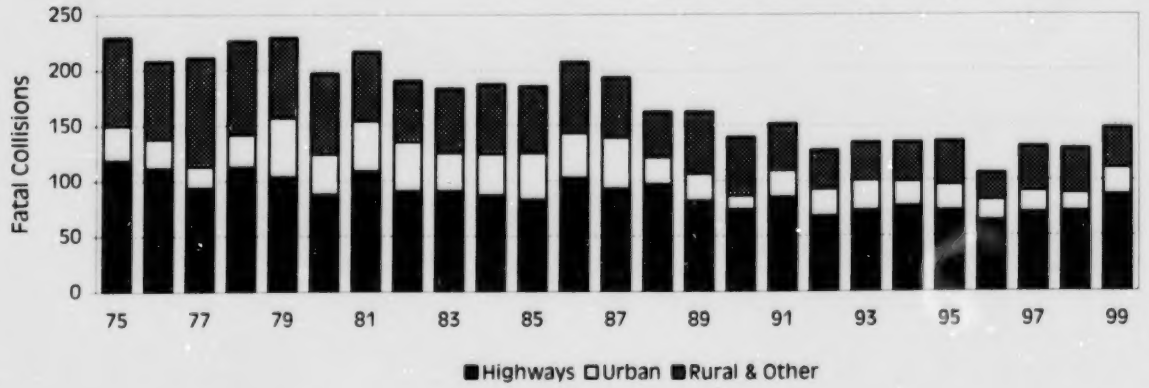
Personal Injury Collisions

	1997	1998	1999	% Change
Provincial Highways	1,232	995	1137	14.27
Urban Streets	3,016	3,262	3,540	8.52
Rural Roads	737	562	603	7.30
Other Roads	140	134	173	29.10
Total Roads	**5,125**	**4,953**	**5,453**	**10.09**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Fatal Collisions

Figure 1.7



3 Year Summary by Road System

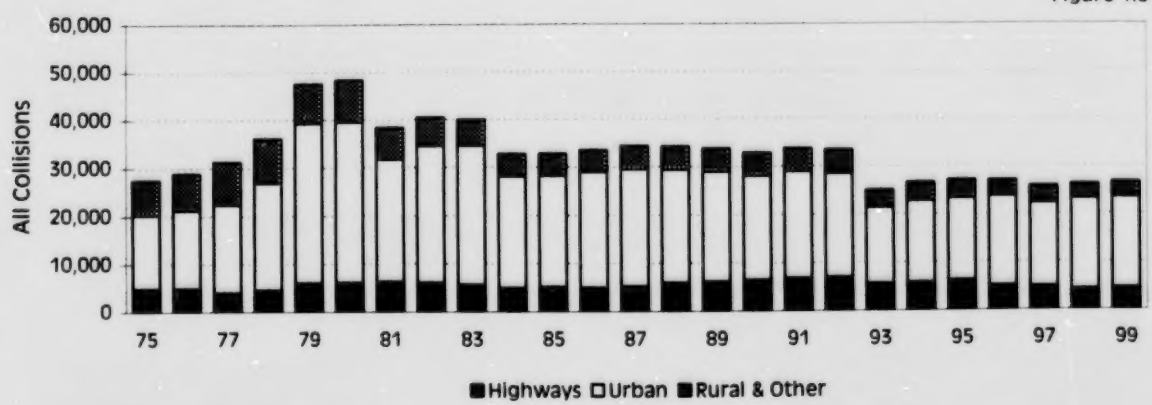
Fatal Collisions

	1997	1998	1999	% Change
Provincial Highways	70	71	86	21.13
Urban Streets	20	17	25	47.06
Rural Roads	32	36	27	-25.00
Other Roads	8	4	9	125.00
Total Roads	**130**	**128**	**147**	**14.84**

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



3 Year Summary by Road System

All Collisions

	1997	1998	1999	% Change
Provincial Highways	4,740	4,129	4,355	5.47
Urban Streets	17,508	19,052	19,116	0.34
Rural Roads	2,865	2,334	2,403	2.96
Other Roads	542	529	594	12.29
Total Roads	**25,655**	**26,044**	**26,468**	**1.63**

See Appendix sections A1.1 to A1.7 for additional details

Property Damage Only Collisions by Month and Year

Figure 1.9

Month	1994	1995	1996	1997	1998	Average 1996 - 1998	1999	**% Change
January	2,463	1,890	2,590	2,756	2,756	2,700.7	2,733	1.2
February	1,864	1,558	2,125	1,790	1,558	1,824.3	1,762	-3.4
March	1,373	1,752	1,587	2,054	1,541	1,727.3	1,675	-3.0
April	1,058	1,228	1,395	1,279	1,187	1,287.0	1,206	-6.3
May	1,292	1,321	1,266	1,262	1,412	1,313.3	1,412	7.5
June	1,594	1,720	1,525	1,452	1,534	1,503.7	1,555	3.4
July	1,540	1,552	1,489	1,415	1,498	1,467.3	1,548	5.5
August	1,438	1,598	1,393	1,512	1,488	1,464.3	1,439	-1.7
September	1,552	1,668	1,511	1,446	1,538	1,498.3	1,567	4.6
October	1,699	2,039	1,705	1,665	1,890	1,753.3	1,708	-2.6
November	2,269	2,647	2,729	1,859	2,287	2,291.7	1,926	-16.0
December	2,532	2,787	2,709	1,910	2,274	2,297.7	2,337	1.7
Totals	**20,674**	**21,760**	**22,024**	**20,400**	**20,963**	**21,129.0**	**20,868**	**-1.2**

Total Injuries by Month and Year

Figure 1.10

Month	1994	1995	1996	1997	1998	Average 1996 - 1998	1999	**% Change
January	728	534	531	604	544	559.7	719	28.5
February	550	514	553	564	464	527.0	548	4.0
March	494	587	458	580	453	497.0	592	19.1
April	505	498	436	477	483	465.3	583	25.3
May	634	557	478	598	594	556.7	645	15.9
June	745	755	615	611	623	616.3	733	18.9
July	819	766	643	721	679	681.0	669	-1.8
August	684	668	673	797	708	726.0	753	3.7
September	801	704	564	669	703	645.3	659	2.1
October	771	678	594	664	701	653.0	752	15.2
November	678	552	664	648	645	652.3	709	8.7
December	790	659	620	673	615	636.0	633	-0.5
Totals	**8,199**	**7,472**	**6,829**	**7,606**	**7,212**	**7,215.7**	**7,995**	**10.8**

** % change is a comparison between 1999 and the 1996 - 1998 average.

Total Deaths by Month and Year

Figure 1.11

Month	1994	1995	1996	1997	1998	Average 1995 - 1997	1999	*% Change
January	8	10	10	5	6	7.0	8	14.3
February	6	6	5	8	12	8.3	12	44.0
March	5	6	7	13	5	8.3	16	92.0
April	6	6	6	7	22	11.7	24	105.7
May	9	15	7	21	26	18.0	25	38.9
June	15	22	11	20	6	12.3	15	21.6
July	35	18	12	15	17	14.7	10	-31.8
August	20	22	23	13	13	16.3	11	-32.7
September	7	14	22	12	8	14.0	17	21.4
October	15	14	9	14	16	13.0	22	69.2
November	11	8	6	13	10	9.7	16	65.5
December	14	16	17	23	7	15.7	10	-36.2
Totals	**151**	**157**	**135**	**164**	**148**	**149.0**	**186**	**24.8**

Total Collisions by Month and Year

Figure 1.12

Month	1994	1995	1996	1997	1998	Average 1995 - 1997	1999	*% Change
January	2,982	2,271	2,979	3,205	3,162	3,115.3	3,266	4.8
February	2,291	1,904	2,526	2,191	1,899	2,205.3	2,183	-1.0
March	1,739	2,159	1,896	2,488	1,867	2,083.7	2,100	0.8
April	1,418	1,573	1,696	1,606	1,511	1,604.3	1,597	-0.5
May	1,733	1,705	1,607	1,677	1,838	1,707.3	1,871	9.6
June	2,110	2,243	1,953	1,883	1,962	1,932.7	2,026	4.8
July	2,064	2,045	1,920	1,890	1,955	1,921.7	2,000	4.1
August	1,912	2,054	1,874	2,021	1,953	1,949.3	1,938	-0.6
September	2,104	2,154	1,913	1,915	2,017	1,948.3	2,031	4.2
October	2,218	2,500	2,150	2,110	2,382	2,214.0	2,236	1.0
November	2,745	3,057	3,193	2,299	2,764	2,752.0	2,422	-12.0
December	3,112	3,245	3,140	2,370	2,734	2,748.0	2,798	1.8
Totals	**26,428**	**26,910**	**26,847**	**25,655**	**26,044**	**26,182.0**	**26,468**	**1.1**

* % change is a comparison between 1999 and the 1996 - 1998 average.

Time of Occurrence

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	2.4	Collisions and Victims by Month of Occurrence	11
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Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 1999 traffic collisions, injuries and deaths as compared to a three-year average. Total collisions in 1999 compared closely to the three-year monthly average. Injuries and deaths show more significant fluctuations on a monthly basis. Traffic deaths were above average in nine of the 12 months.

Figure 2.5 shows the number of collisions on public holidays and long weekends throughout the year, as well as other specific periods of interest.

Figures 2.6 and 2.7 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a rural collision is highest between the hours of 4 a.m. and 6 a.m. The overall risk of being involved in a traffic collision during 1999 was highest Friday afternoons between the hours of 3 p.m. and 5 p.m.

Figure 2.8 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. A more detailed look at urban versus rural collisions shows a peak in urban collisions in mid-to-late afternoon between 3 p.m. and 5 p.m., while collisions in rural areas peak in the evening hours between 6 p.m. and 8 p.m.

Collisions & Victims by Month of Occurrence

Figure 2.1

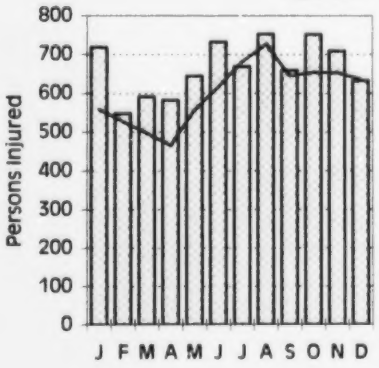


Figure 2.2

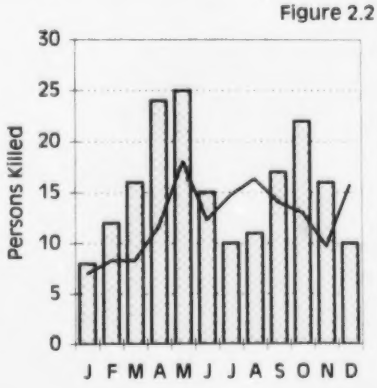
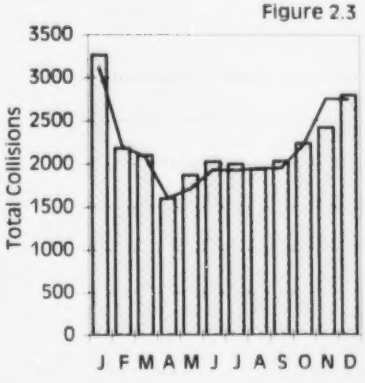


Figure 2.3



1999 Avg. (96 - 98)

Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2,733	526	7	3,266	719	8
February	1,762	411	10	2,183	548	12
March	1,675	411	14	2,100	592	16
April	1,206	372	19	1,597	583	24
May	1,412	442	17	1,871	645	25
June	1,555	459	12	2,026	733	15
July	1,548	443	9	2,000	669	10
August	1,439	488	11	1,938	753	11
September	1,567	451	13	2,031	659	17
October	1,708	515	13	2,236	752	22
November	1,926	484	12	2,422	709	16
December	2,337	451	10	2,798	633	10
Total	**20,868**	**5,453**	**147**	**26,468**	**7,995**	**186**

Collisions During 1999 Holiday Periods

Figure 2.5

Holiday Period		Number of Collisions				Number of Victims	
		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Imp Driving Awarness, Mar 23-29	(Mon - Sun)	272	60	4	336	101	4
Easter, Apr 2 - 5	(Fri - Mon)	190	45	4	239	78	8
Victoria Day, May 21 - 24	(Fri - Mon)	179	57	2	238	93	6
Canada Day, Jul 1	(Thurs)	45	13	1	59	23	1
Heritage Day, Jul 30 - Aug 2	(Fri - Mon)	185	63	2	250	98	2
Labour Day, Sept 3 - 6	(Fri - Mon)	190	50	3	243	89	3
Thanksgiving Day, Oct 8 - 11	(Fri - Mon)	220	74	2	296	111	7
Remembrance Day, Nov 11	(Thurs)	42	10	1	53	19	1
Safe Driving Week, Dec 1 - 7	(Wed - Tues)	545	117	3	665	155	3
Christmas Holidays, Dec 24-31	(Fri - Fri)	378	63	0	441	93	0
Total		**2,246**	**552**	**22**	**2,820**	**860**	**35**

Time of Occurrence - Section 2

Figure 2.6

Provincial Highway Collisions and Travel by Time of Day

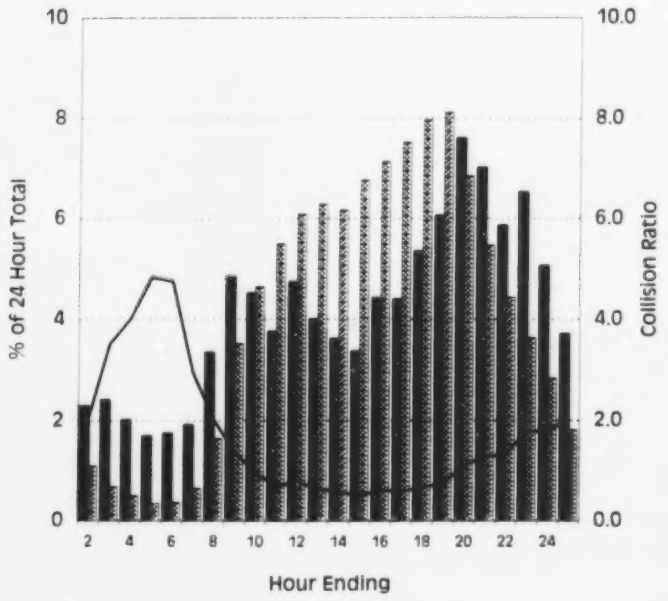
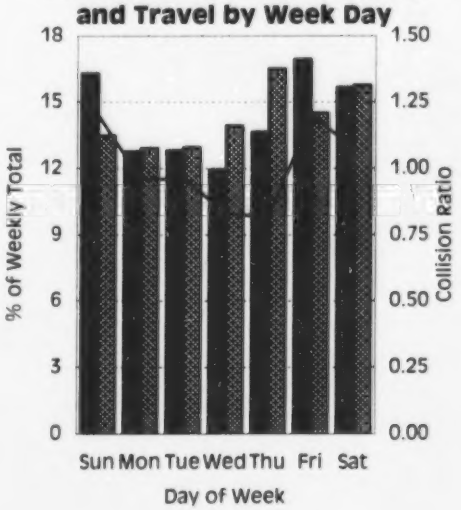


Figure 2.7

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways, ** Traffic On Provincial Highways, *** Per cent Collisions\Per cent Traffic

Collisions on All Roads by Time of Day & Day of Week

Figure 2.8

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1a.m.	117	38	38	55	54	64	136	502	1.9
1 to 2 a.m.	145	40	43	45	42	68	158	541	2.0
2 to 3 a.m.	152	34	42	33	57	83	172	573	2.2
3 to 4 a.m.	132	19	30	27	29	59	137	433	1.6
4 to 5 a.m.	64	19	30	18	23	35	51	240	0.9
5 to 6 a.m.	65	26	23	20	27	30	55	246	0.9
6 to 7 a.m.	38	61	58	44	59	62	61	383	1.4
7 to 8 a.m.	47	148	158	146	118	117	52	786	3.0
8 to 9 a.m.	49	185	220	226	196	203	83	1,162	4.4
9 to 10 a.m.	88	109	147	160	123	143	117	887	3.4
10 to 11a.m.	122	138	173	179	186	166	157	1,121	4.2
11 to 12 a.m.	110	199	175	196	216	203	191	1,290	4.9
12 to 1p.m.	147	244	262	256	260	272	209	1,650	6.2
1 to 2 p.m.	161	244	209	234	198	262	213	1,521	5.7
2 to 3 p.m.	177	192	241	220	241	254	242	1,567	5.9
3 to 4 p.m.	178	303	319	323	291	369	253	2,036	7.7
4 to 5 p.m.	169	304	305	315	338	371	249	2,051	7.7
5 to 6 p.m.	163	279	328	325	328	351	188	1,962	7.4
6 to 7 p.m.	150	187	212	225	251	271	195	1,491	5.6
7 to 8 p.m.	126	163	180	185	194	228	211	1,287	4.9
8 to 9 p.m.	157	137	124	155	162	202	173	1,110	4.2
9 to 10 p.m.	122	132	128	139	158	208	182	1,069	4.0
10 to 11p.m.	99	125	120	132	147	204	162	989	3.7
11 to 12 p.m.	97	82	72	83	135	218	200	887	3.4
Not Stated	96	83	78	89	102	101	135	684	2.6
Total	**2,971**	**3,491**	**3,715**	**3,830**	**3,935**	**4,544**	**3,982**	**26,468**	
Per cent	**11.2**	**13.2**	**14.0**	**14.5**	**14.9**	**17.2**	**15.0**		**100.0**

Major Contributing Factors

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Major Contributing Factors

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Police officers are encouraged to use their skilled judgment in reporting the likely factors, even if the collision scene was not attended.

TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Knowledge of the factors involved is important during the analysis of collisions because the removal of any one of these factors may have prevented the collision.

An example: because of inattention, a driver may have failed to see a stop sign behind some trees, thereby reducing stopping time. The car's brakes, being in poor condition, caused the car to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if one or more of the factors were not present.

This section summarizes all contributing factors that were reported. In 1999, a total of 38,195 factors contributed to 26,468 collisions. The numbers in these figures represent the number of collisions in which a contributing factor was present and not the total number of occurrences of that factor. For example, driver inattention was recorded in 8,561 collisions (Fig 3.2), however, there were 9,015 occurrences of driver inattention (Fig 5.9).

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (45%) than in all collisions (36%). Human condition and human action account for 69% of all factors in collisions, as compared to vehicular (2%) and environmental (29%) factors.

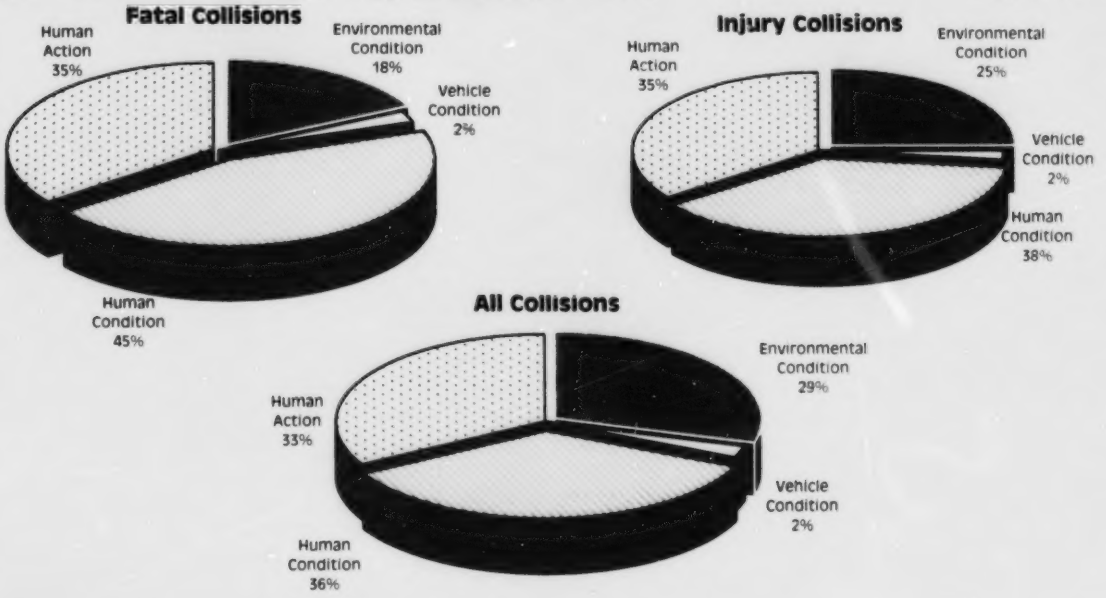
Figures 3.6 and 3.10 summarize the factors by road system. Seventy-nine per cent of urban collisions are attributed to human factors, while environmental conditions (49%) are more prevalent in rural collisions.

Top 10 Contributory Factors in Fatal Collisions During 1999

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	6	19	13	5	43	16.3
Driver Inattention	6	27	7	1	41	15.5
Road Condition (Surface Or Structure)	0	13	4	2	19	7.2
Fail To Yield The Right Of Way	4	9	4	0	17	6.4
Driver Inexperience/Confusion	0	7	7	2	16	6.1
Driving Too Fast For Conditions	1	4	9	0	14	5.3
Extreme Fatigue / Fell Asleep	0	12	0	0	12	4.5
Weather Conditions	0	9	2	0	11	4.2
Traffic Control Device Disregarded	4	4	1	0	9	3.4
Exceeding Speed Limit	2	3	3	1	9	3.4

Major Contributing Factors by Collision Severity

Figure 3.1



Collisions by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	6,664	1,862	35	8,561	22.4
Driver Distraction	653	243	8	904	2.4
Had Been Drinking	382	238	14	634	1.7
Driving While Impaired	469	303	49	821	2.1
Extreme Fatigue	41	28	1	70	0.2
Fell Asleep	107	94	7	208	0.5
Driver Inexperience / Confusion	1,094	458	15	1,567	4.1
Lost Consciousness/ Sudden Illness	28	31	1	60	0.2
Physical / Medical Disability	36	21	0	57	0.1
Drugs (Prescription or Illegal)	25	25	1	51	0.1
Defective Eyesight / Hearing	32	8	0	40	0.1
Other Human Conditions	340	95	5	440	1.2
Total	**9,871**	**3,406**	**136**	**13,413**	**35.1**

Collisions by Severity Where Human Action Was a Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,233	771	15	3,019	7.9
Traffic Control Device Disregarded	870	431	10	1,311	3.4
Following too Closely	967	380	1	1,348	3.5
Driving too Fast for Conditions	1,422	458	27	1,907	5.0
Exceeding Speed Limit	192	114	11	317	0.8
Turning Improperly	541	122	1	664	1.7
Passing or Improper Lane Usage	553	133	13	699	1.8
Backing Unsafely	733	25	1	759	2.0
Fail to Signal	49	14	0	63	0.2
Driving Wrong Way in One Way Traffic	25	8	2	35	0.1
Taking Evasive Action	928	311	10	1,249	3.3
Careless Driving / Stunting	399	158	8	565	1.5
Pedestrian Action Contributed	2	1	0	3	0.0
Other Human Action	496	195	7	698	1.8
Total	**9,410**	**3,121**	**106**	**12,637**	**33.1**

Collisions by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	106	33	1	140	0.4
Defective Lights	24	7	1	32	0.1
Defective Exhaust System	0	0	0	0	0.0
Load Shifted / Spilled	48	12	0	60	0.2
Vehicle Overloaded / Improperly Loaded	20	5	0	25	0.1
Defective Steering	28	9	0	37	0.1
Defective Suspension / Wheel Failure	36	9	0	45	0.1
Defective Tires / Tire Blowout	73	33	1	107	0.3
Defective Engine / Power Train / Wiring	50	15	0	65	0.2
Jackknife / Trailer Swing	72	15	0	87	0.2
View from Vehicle Obstructed	84	23	2	109	0.3
Other Vehicle Condition / Defective	144	19	1	164	0.4
Lights Not On	14	6	0	20	0.1
Total	**699**	**186**	**6**	**891**	**2.3**

Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	2,033	190	1	2,224	5.8
Animal Action (Domestic)	201	31	0	232	0.6
Road Condition (Surface or Structure)	3,473	878	16	4,367	11.4
Loose Gravel	189	155	1	345	0.9
Snow Drift	259	75	3	337	0.9
Obstruction / Debris on Road	191	44	1	236	0.6
View Obstructed / Limited	432	125	6	563	1.5
Sun Glare	193	86	2	281	0.7
Construction Zone	71	22	0	93	0.2
Soft or Defective Shoulders	63	43	1	107	0.3
Lane Marking Inadequate	15	3	0	18	0.0
Traffic Control Device Not Working	32	12	1	45	0.1
Weather Conditions	797	266	15	1,078	2.8
Uninvolved Vehicle	655	196	3	854	2.2
Uninvolved Pedestrian	115	39	0	154	0.4
Other Environmental Condition	247	70	3	320	0.8
Total	**8,966**	**2,235**	**53**	**11,254**	**29.5**

Collisions by Road System Where Human Condition Was a Major Contributing Factor

Figure 3.6

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	7,424	700	330	107	8,561	22.4
Driver Distraction	693	124	71	16	904	2.4
Had Been Drinking	358	133	101	42	634	1.7
Driving While Impaired	585	124	69	43	821	2.1
Extreme Fatigue	18	38	13	1	70	0.2
Fell Asleep	25	155	25	3	208	0.5
Driver Inexperience / Confusion	884	257	364	62	1,567	4.1
Lost Consciousness/ Sudden Illness	36	18	6	0	60	0.2
Physical / Medical Disability	43	10	4	0	57	0.1
Drugs (Prescription or Illegal)	24	17	6	4	51	0.1
Defective Eyesight / Hearing	33	5	1	1	40	0.1
Other Human Conditions	311	70	43	16	440	1.2
Total	**10,434**	**1,651**	**1,033**	**295**	**13,413**	**35.1**

Collisions by Road System Where Human Action Was a Major Contributing Factor

Figure 3.7

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,770	159	75	15	3,019	7.9
Traffic Control Device Disregarded	1,196	98	11	6	1,311	3.4
Following too Closely	1,236	83	25	4	1,348	3.5
Driving too Fast for Conditions	1,285	279	277	66	1,907	5.0
Exceeding Speed Limit	220	48	41	8	317	0.8
Turning Improperly	575	63	19	7	664	1.7
Passing or Improper Lane Usage	531	138	21	9	699	1.8
Backing Unsafely	705	21	14	19	759	2.0
Fail to Signal	39	18	5	1	63	0.2
Driving Wrong Way in One Way Traffic	24	10	1	0	35	0.1
Taking Evasive Action	718	276	213	42	1,249	3.3
Careless Driving / Stunting	404	80	56	25	565	1.5
Pedestrian Action Contributed	3	0	0	0	3	0.0
Other Human Action	498	115	59	26	698	1.8
Total	**10,204**	**1,388**	**817**	**228**	**12,637**	**33.1**

Collisions by Road System Where Vehicle Condition Was a Major Contributing Factor

Figure 3.8

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	107	11	15	7	140	0.4
Defective Lights	15	9	4	4	32	0.1
Defective Exhaust System	0	0	0	0	0	0.0
Load Shifted / Spilled	13	25	21	1	60	0.2
Vehicle Overloaded / Improperly Loaded	13	9	3	0	25	0.1
Defective Steering	14	13	9	1	37	0.1
Defective Suspension / Wheel Failure	11	22	9	3	45	0.1
Defective Tires / Tire Blowout	24	50	26	7	107	0.3
Defective Engine / Power Train / Wiring	50	9	4	2	65	0.2
Jackknife / Trailer Swing	15	48	20	4	87	0.2
View from Vehicle Obstructed	89	14	5	1	109	0.3
Other Vehicle Condition / Defective	88	41	25	10	164	0.4
Lights Not On	13	5	2	0	20	0.1
Total	**452**	**256**	**143**	**40**	**891**	**2.3**

Collisions by Road System Where Environmental Condition Was a Major Contributing Factor

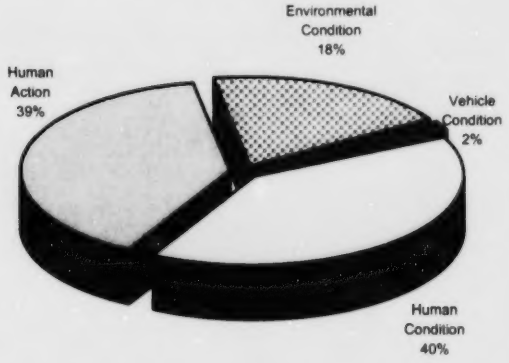
Figure 3.9

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	72	1,452	628	72	2,224	5.8
Animal Action (Domestic)	67	73	73	19	232	0.6
Road Condition (Surface or Structure)	2,675	982	557	153	4,367	11.4
Loose Gravel	24	30	257	34	345	0.9
Snow Drift	87	125	112	13	337	0.9
Obstruction / Debris on Road	88	103	37	8	236	0.6
View Obstructed / Limited	357	104	80	22	563	1.5
Sun Glare	230	32	16	3	281	0.7
Construction Zone	48	25	18	2	93	0.2
Soft or Defective Shoulders	3	43	57	4	107	0.3
Lane Marking Inadequate	7	6	4	1	18	0.0
Traffic Control Device Not Working	29	3	11	2	45	0.1
Weather Conditions	427	493	128	30	1,078	2.8
Uninvolved Vehicle	624	170	50	10	854	2.2
Uninvolved Pedestrian	152	0	0	2	154	0.4
Other Environmental Condition	131	108	66	15	320	0.8
Total	**5,021**	**3,749**	**2,094**	**390**	**11,254**	**29.5**

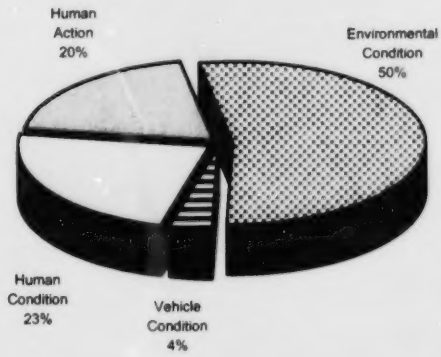
Major Contributing Factors in Collisions by Road System

Figure 3.10

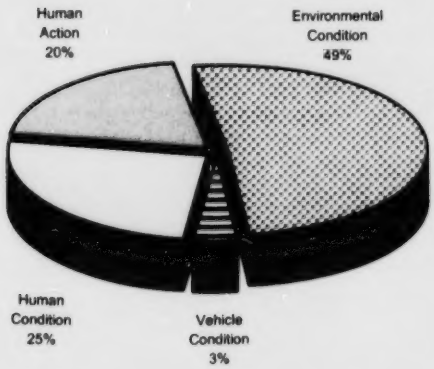
Urban Streets



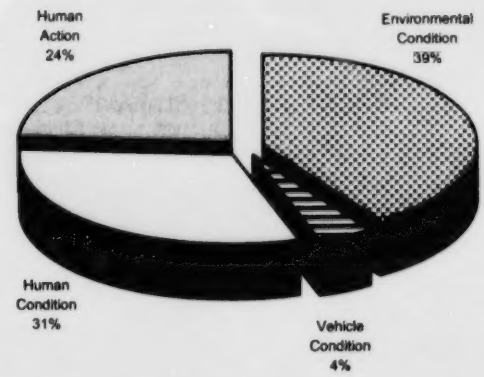
Provincial Highways



Rural Roads



Other Roads



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

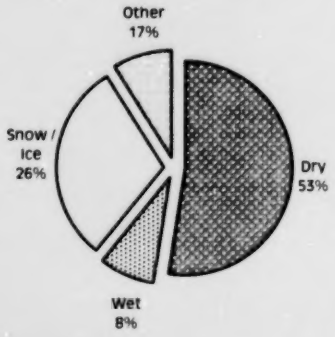
This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.3 and Figure 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (52.4%), clear weather (55.5%), daylight (50.9%) and on a straight stretch of road (68.2%). Figure 4.5 also illustrates that intersections (66%) are the most common location for urban collisions.

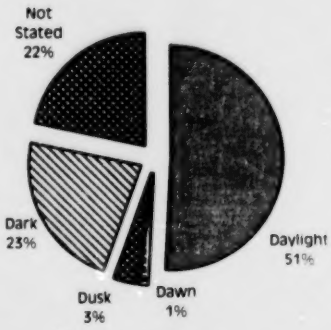
Figures 4.6 and 4.7 provide a breakdown of the type of collisions that occur for both single and multiple vehicle configurations. Single vehicle collisions account for 82% of the collisions on rural roads, 72% on provincial highways, and 13% on urban streets.

Figures 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning, and jack-knifing.

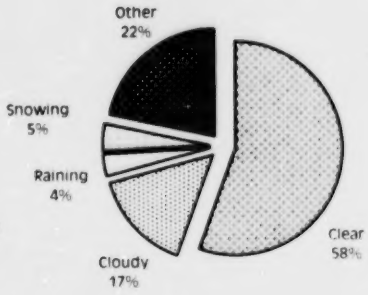
Collisions by Road Surface Condition



Collisions by Light Condition



Collisions by Weather Condition



Collisions by Road Surface Condition & Severity

Figure 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	10,770	3,008	93	13,871	52.4
Wet	1,688	531	9	2,228	8.4
Loose Snow	568	160	6	734	2.8
Packed Snow / Ice	6,013	1,227	18	7,258	27.4
Loose Gravel or Sand	556	321	10	887	3.4
Muddy	123	35	3	161	0.6
Slush	153	51	3	207	0.8
Fresh Oil	2	1	0	3	0.0
Not Stated	995	119	5	1,119	4.2
Total	**20,868**	**5,453**	**147**	**26,468**	**100.0**

Collisions by Light Condition & Severity

Figure 4.2

Natural/Artificial Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	10,253	3,158	70	13,481	50.9
Dawn	264	81	4	349	1.3
Dusk	682	184	6	872	3.3
Dark / No Lighting*	2,223	593	36	2,852	10.8
Dark / Lighting On*	2,515	625	12	3,152	11.9
Not Stated	4,931	812	19	5,762	21.8
Total	**20,868**	**5,453**	**147**	**26,468**	**100.0**

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Figure 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	11,382	3,221	91	14,694	55.5
Cloudy	3,083	923	27	4,033	15.2
Raining	665	236	6	907	3.4
Snowing	918	211	7	1,136	4.3
Sleet / Hail / Freezing Rain	93	47	2	142	0.5
Fog / Smoke / Smog	179	44	0	223	0.8
Drifting Snow / Dust	194	80	5	279	1.1
Strong Winds	59	32	2	93	0.4
Not Stated	4,295	659	7	4,961	18.7
Total	**20,868**	**5,453**	**147**	**26,468**	**100.0**

Intersection Related Collisions by Severity

Figure 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	7,901	2,345	5	10,251
Street/Highway	116	49	2	167
Street/Grid-Municipal Road	70	14	0	84
Street/Private Approach, Driveway	1,332	164	0	1,496
Street/Alley Other Road	300	62	0	362
Lane Alley/Lane Alley	109	13	0	122
Lane Alley/Private Approach, Driveway	134	7	0	141
Highway/Highway	166	96	5	267
Highway/Grid-Municipal Road	181	129	10	320
Highway/Private Approach, Driveway	80	42	2	124
Highway/Other Road	5	0	0	5
Grid-Municipal Road/Grid-Municipal Road	170	87	8	265
Grid-Municipal Road/Private Approach, Driveway	43	12	0	55
Grid-Municipal Road/Other Road	33	17	0	50
Other Road/Private Approach, Driveway	32	10	0	42
Total Intersection Related	**10,672**	**3,047**	**32**	**13,751**

Non Intersection Related Collisions by Severity

Figure 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non-intersection (Urban)	4,418	706	13	5,137
Non-intersection (Highway)	2,546	814	65	3,425
Non-intersection (Rural)	1,489	469	16	1,974
Non-intersection (Other Road)	266	127	8	401
Railroad level crossing (Urban)	35	20	2	57
Railroad level crossing (Highway)	19	11	0	30
Railroad level crossing (Rural)	19	9	0	28
Railroad level crossing (Other Road)	0	0	0	0
Bridge or Overpass (Urban)	192	43	1	236
Bridge or Overpass (Highway)	44	11	3	58
Bridge or Overpass (Rural)	6	3	2	11
Bridge or Overpass (Other Road)	0	0	0	0
Tunnel or Underpass (Urban)	22	7	0	29
Tunnel or Underpass (Highway)	4	1	0	5
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other Road)	0	0	0	0
Passing Lane/Climbing Lane (Urban)	13	4	0	17
Passing Lane/Climbing Lane (Highway)	3	3	0	6
Passing Lane/Climbing Lane (Rural)	0	0	0	0
Passing Lane/Climbing Lane (Other Road)	0	1	0	1
Ramp (Urban)	104	39	1	144
Ramp (Highway)	9	1	0	10
Ramp (Rural Road)	0	0	0	0
Ramp (Other Road)	1	0	0	1
Off Roadway (Urban)	6	3	0	9
Off Roadway (Highway)	15	8	0	23
Off Roadway (Rural)	11	12	0	23
Off Roadway (Other Road)	6	6	1	13
Other/Not Stated (Urban)	845	86	2	933
Other/Not Stated (Highway)	34	7	0	41
Other/Not Stated (Rural)	25	5	1	31
Other/Not Stated (Other Road)	64	10	0	74
Total Non Intersection Related	**10,198**	**2,406**	**115**	**12,717**

Collisions by Collision Configuration and Severity

Figure 4.6

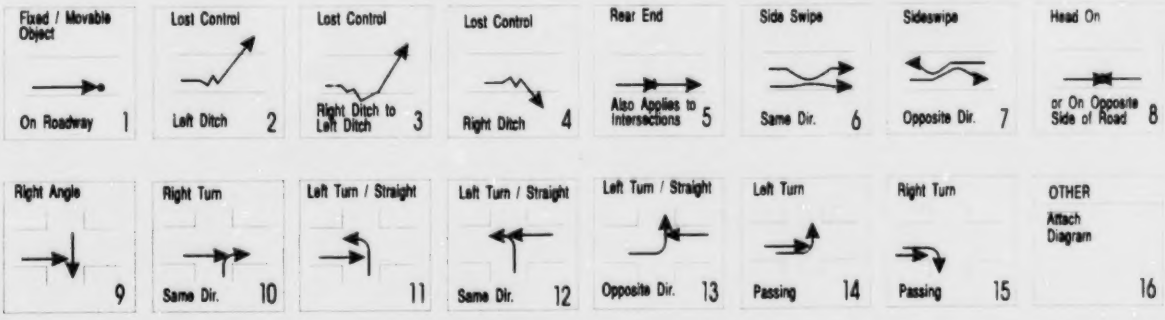
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	3,614	652	17	4,283	16.2
2 Lost Control Left Ditch	664	391	19	1,074	4.1
3 Lost Control Right to Left	363	185	6	554	2.1
4 Lost Control Right Ditch	1,344	632	32	2,008	7.6
Single Vehicle Total	**5,985**	**1,860**	**74**	**7,919**	**29.9**
5 Rear End	4,298	1,402	8	5,708	21.6
6 Side Swipe Same Direction	1,876	133	3	2,012	7.6
7 Side Swipe Opposite Direction	418	74	6	498	1.9
8 Head On	162	86	29	277	1.0
9 Right Angle	3,046	919	20	3,985	15.1
10 Right Turn Same Direction	188	30	0	218	0.8
11 Left Turn / Straight	572	156	0	728	2.8
12 Left Turn / Straight - Same Direction	191	28	1	220	0.8
13 Left Turn / Straight - Opposite Dir.	1,281	399	3	1,683	6.4
14 Left Turn Passing	227	49	0	276	1.0
15 Right Turn Passing	207	20	0	227	0.9
16 Other	2,417	297	3	2,717	10.3
Multiple Vehicle Total	**14,883**	**3,593**	**73**	**18,549**	**70.1**
Total	**20,868**	**5,453**	**147**	**26,468**	**100.0**

Collisions by Collision Configuration and Road System

Figure 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	1,768	1,669	705	141	4,283	16.2
2 Lost Control Left Ditch	215	438	349	72	1,074	4.1
3 Lost Control Right to Left	81	234	211	28	554	2.1
4 Lost Control Right Ditch	410	797	697	104	2,008	7.6
Single Vehicle Total	**2,474**	**3,138**	**1,962**	**345**	**7,919**	**29.9**
5 Rear End	5,286	299	89	34	5,708	21.6
6 Side Swipe Same Direction	1,834	146	18	14	2,012	7.6
7 Side Swipe Opposite Dir.	362	87	29	20	498	1.9
8 Head On	168	69	21	19	277	1.0
9 Right Angle	3,660	212	84	29	3,985	15.1
10 Right Turn Same Direction	210	5	2	1	218	0.8
11 Left Turn / Straight	676	35	10	7	728	2.8
12 Left Turn / Straight - Same Dir.	201	13	4	2	220	0.8
13 Left Turn / Straight - Opposite Di	1,629	47	2	5	1,683	6.4
14 Left Turn Passing	189	71	12	4	276	1.0
15 Right Turn Passing	207	17	0	3	227	0.9
16 Other	2,220	216	170	111	2,717	10.3
Multiple Vehicle Total	**16,642**	**1,217**	**441**	**249**	**18,549**	**70.1**
Total	**19,116**	**4,355**	**2,403**	**594**	**26,468**	**100.0**

***Collision Configurations**



Vehicles in Collisions by Roadway Alignment and Severity

Figure 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight / Level or Near Level	24,199	6,836	176	31,211	68.2
Straight / Steep Incline or Decline	344	103	5	452	1.0
Straight / Top of Hill (Crest)	239	93	3	335	0.7
Straight / Bottom of Hill (Sag)	200	99	7	306	0.7
Curved / Level or Near Level	1,089	399	23	1,511	3.3
Curved / Steep Incline or Decline	132	50	4	186	0.4
Curved / Top of Hill (Crest)	57	23	1	81	0.2
Curved / Bottom of Hill (Sag)	60	31	0	91	0.2
Dead End / Level or Near Level	59	15	1	75	0.2
Dead End / Steep Incline or Decline	4	1	0	5	0.0
Dead End / Top of Hill (Crest)	2	0	0	2	0.0
Dead End / Bottom of Hill (Sag)	4	0	0	4	0.0
Not Stated	9,776	1,733	11	11,520	19.5
Total	**36,165**	**9,383**	**231**	**45,779**	**100.0**

Sequence of Events by Severity

Figure 4.9

Fixed Objects	Property Damage	Personal Injury	Fatal	Total	%
Approach	87	81	5	173	0.5
Traffic Barricade	19	5	0	24	0.1
Building / Wall	141	31	0	172	0.5
Bridge Structure	97	14	3	114	0.3
Crash Cushions / Impact Attenuator	12	3	0	15	0.0
Culvert	41	20	1	62	0.2
Curbing	535	112	0	647	1.7
Delineator Post	15	0	0	15	0.0
Ditch Bottom / Back Slope	740	414	21	1,175	3.1
Debris on Road	86	10	0	96	0.3
Fence	343	45	0	388	1.0
Fire Hydrant, Parking Meter, Utility Box	66	10	0	76	0.2
Gravel Pile	10	2	0	12	0.0
Guard Rail	165	38	1	204	0.5
Lamp Support (Traffic Signal, Street Light)	403	128	2	533	1.4
Raised Median / Barrier	152	35	3	190	0.5
Power / Telephone Pole	237	45	2	284	0.7
Rock Face / Rocks on Road	56	12	0	68	0.2
Sign Post	254	30	3	287	0.8
Snow Bank / Drift	253	87	1	341	0.9
Tree / Bush	455	119	5	579	1.5
Other Fixed Object	212	43	0	255	0.7
Sub Total Fixed Objects	**4,379**	**1,284**	**47**	**5,710**	**15.1**
Moveable Objects					
Another Road Vehicle	14,415	3,444	72	17,931	47.3
Animal	2,026	157	1	2,184	5.8
Pedestrian	5	330	14	349	0.9
Railroad Train	15	16	2	33	0.1
Other Moveable Object	94	10	0	104	0.3
Sub Total Moveable Objects	**16,555**	**3,957**	**89**	**20,601**	**54.3**
Non-Collision Events					
Ran Off Road	2,470	1,304	68	3,842	10.1
Overturned	1,177	1,013	58	2,248	5.9
Fire / Explosion	8	9	6	23	0.1
Submersion	30	12	5	47	0.1
Skidding / Sliding / Spinning	3,774	1,310	53	5,137	13.5
Load Spill	38	11	0	49	0.1
Jack Knife / Trailer Swing	100	22	0	122	0.3
Other Non-Collision Events	120	32	1	153	0.4
Sub Total Non-Collision Events	**7,717**	**3,713**	**191**	**11,621**	**30.6**
Grand Total	**28,651**	**8,954**	**327**	**37,932**	**100.0**

Sequence of Events by Road System

Figure 4.10

Fixed Objects	Urban	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	10	97	58	8	173	0.5
Traffic Barricade	20	2	2	0	24	0.1
Building / Wall	166	5	0	1	172	0.5
Bridge Structure	63	39	10	2	114	0.3
Crash Cushions / Impact Attenuator	7	4	2	2	15	0.0
Culvert	12	34	13	3	62	0.2
Curbing	639	6	2	0	647	1.7
Delineator Post	10	4	1	0	15	0.0
Ditch Bottom / Back Slope	108	554	432	81	1,175	3.1
Debris on Road	20	61	12	3	96	0.3
Fence	205	62	109	12	388	1.0
Fire Hydrant, Parking Meter, Utility Box	72	1	1	2	76	0.2
Gravel Pile	2	2	7	1	12	0.0
Guard Rail	162	34	4	4	204	0.5
Lamp Support (Traffic Signal, Street Light)	475	46	2	10	533	1.4
Raised Median / Barrier	180	9	1	0	190	0.5
Power / Telephone Pole	239	21	14	10	284	0.7
Rock Face / Rocks on Road	9	28	25	6	68	0.2
Sign Post	206	57	19	5	287	0.8
Snow Bank / Drift	145	78	103	15	341	0.9
Tree / Bush	350	72	100	57	579	1.5
Other Fixed Objects	174	41	31	9	255	0.7
Sub Total - Fixed Objects	**3,274**	**1,257**	**948**	**231**	**5,710**	**15.1**
Moveable Objects						
Another Road Vehicle	16,388	1,061	288	194	17,931	47.3
Animal	59	1,440	608	77	2,184	5.8
Pedestrian	312	19	2	16	349	0.9
Railroad Train	16	7	10	0	33	0.1
Other Moveable Objects	43	48	9	4	104	0.3
Sub Total - Moveable Objects	**16,818**	**2,575**	**917**	**291**	**20,601**	**54.3**
Non-Collision Events						
Ran Off Road	773	1,579	1,270	220	3,842	10.1
Overturned	171	1,024	924	129	2,248	5.9
Fire / Explosion	2	13	5	3	23	0.1
Submersion	5	15	19	8	47	0.1
Skidding / Sliding / Spinning	2,707	1,280	962	188	5,137	13.5
Load Spill	5	19	22	3	49	0.1
Jack Knife / Trailer Swing	15	75	26	6	122	0.3
Other Non-Collision Events	58	62	21	12	153	0.4
Sub Total - Non-Collision Events	**3,736**	**4,067**	**3,249**	**569**	**11,621**	**30.6**
Grand Total	**23,828**	**7,899**	**5,114**	**1,091**	**37,932**	**100.0**

Vehicles in Collisions by Road Characteristics and Severity

Figure 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	1,520	335	0	1,855	4.1
Undivided Two Way	17,171	4,588	180	21,939	47.9
Divided Raised Median	4,931	1,769	13	6,713	14.7
Divided Depressed / Painted Median	2,469	971	28	3,468	7.6
Other	835	187	3	1,025	2.2
Not Stated	9,239	1,533	7	10,779	23.5
Grand Total	**36,165**	**9,383**	**231**	**45,779**	**100.0**

TAIS records up to three events in order of sequence for each vehicle involved in a collision. Figures 4.9 & 4.10 summarize the 37,932 events that were recorded in the 26,468 collisions. It should also be noted that these figures represent the number of collisions in which an event occurred, not the total number of occurrences of that event.

Driver Factors

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Driver Factors

DRIVER IMPROVEMENT PROGRAM

The Driver Improvement Program was implemented Nov. 1, 1998 in order to monitor the driving records of all Saskatchewan drivers. The program aims to make Saskatchewan roads safer for everyone by reducing the incidence of high-risk behavior by motorists.

Impaired driving is one example of high-risk driving, but many motorists endanger the lives of others through behaviors that frequently cause motor vehicle accidents, including speeding, running red lights and stunting.

SGI paid close attention to the Driver Improvement Program, as 1999 was its first full year of operation. The program assigns points to drivers every time they are convicted of a traffic offence or have an at-fault accident. Drivers who reach their maximum threshold of points are sent warning letters and must attend an interview with SGI staff if their record does not improve.

Drivers who continue their high-risk behavior face consequences that include fines, mandatory driver's licence re-testing, driver's licence suspensions of up to six months, and completion of a driver improvement training program.

In 1999, SGI sent out 6,023 warning letters and 2,019 interview requests and carried out 437 licence suspensions.

For more information on the Driver Improvement Program, call 1-800-667-9868.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Licensed Drivers			Drivers in 1999 Collisions							Rates		
						Not		Property	Personal			Collision	Relative
Age	Male	Female	Total	Male	Female	Stated	Total	Damage	Injury	Fatal	Total	*Rates	**Risk
<16	4,080	4,054	8,134	182	98	2	282	146	130	6	282	34.67	0.55
16	6,666	6,424	13,090	1,191	740	2	1,933	1,494	431	8	1,933	147.67	2.33
17	6,830	6,642	13,472	1,109	745	4	1,858	1,445	405	8	1,858	137.92	2.17
18	6,890	6,407	13,297	1,178	628	5	1,811	1,387	413	11	1,811	136.20	2.15
19	6,833	6,227	13,060	1,111	564	9	1,684	1,296	381	7	1,684	128.94	2.03
20	6,569	6,226	12,795	930	489	7	1,426	1,111	312	3	1,426	111.45	1.76
21	6,327	6,043	12,370	825	441	8	1,274	984	288	2	1,274	102.99	1.62
22	6,239	5,973	12,212	718	423	2	1,143	885	254	4	1,143	93.60	1.47
23	5,982	5,796	11,778	649	356	4	1,009	773	232	4	1,009	85.67	1.35
24	5,824	5,480	11,304	576	338	2	916	696	218	2	916	81.03	1.28
25	5,588	5,394	10,982	485	260	2	747	578	163	6	747	68.02	1.07
26	5,365	5,176	10,541	505	282	5	792	587	203	2	792	75.14	1.18
27	5,440	5,238	10,678	481	248	4	733	566	163	4	733	68.65	1.08
28	5,303	5,255	10,558	470	254	4	728	562	164	2	728	68.95	1.09
29	5,278	5,167	10,445	453	223	3	679	529	141	9	679	65.01	1.02
30	5,215	5,241	10,456	435	239	3	677	518	155	4	677	64.75	1.02
31	5,372	5,316	10,688	444	236	1	681	493	186	2	681	63.72	1.00
32	5,311	5,254	10,565	444	276	3	723	535	183	5	723	68.43	1.08
33	5,663	5,644	11,307	409	248	4	661	515	142	4	661	58.46	0.92
34	6,081	6,061	12,142	441	271	5	717	557	157	3	717	59.05	0.93
35	6,616	6,779	13,395	514	306	1	821	628	192	1	821	61.29	0.97
36	7,087	7,179	14,266	500	283	7	790	591	196	3	790	55.38	0.87
37	7,150	7,246	14,396	487	283	5	775	603	168	4	775	53.83	0.85
38	7,389	7,233	14,622	511	261	2	774	604	163	7	774	52.93	0.83
39	7,345	7,251	14,596	520	278	2	800	620	179	1	800	54.81	0.86
40	7,560	7,378	14,938	492	295	3	790	631	155	4	790	52.89	0.83
41	7,316	7,238	14,554	471	270	4	745	536	205	4	745	51.19	0.81
42	7,553	7,194	14,747	455	281	2	738	582	152	4	738	50.04	0.79
43	7,368	6,942	14,310	453	262	4	719	543	174	2	719	50.24	0.79
44	7,562	7,152	14,714	456	276	3	735	556	174	5	735	49.95	0.79
45	7,324	6,995	14,319	421	245	5	671	537	133	1	671	46.86	0.74
46	6,923	6,585	13,508	365	200	0	565	449	110	6	565	41.83	0.66
47	6,625	6,048	12,673	336	209	5	550	395	150	5	550	43.40	0.68
48	6,225	5,668	11,893	374	183	1	558	428	125	5	558	46.92	0.74
49	5,923	5,664	11,587	337	165	0	502	382	117	3	502	43.32	0.68
50	5,948	5,501	11,449	312	175	1	488	368	114	6	488	42.62	0.67
51	5,605	5,285	10,890	329	175	2	506	386	115	5	506	46.46	0.73
52	5,855	5,339	11,194	304	148	2	454	349	103	2	454	40.56	0.64
53	5,149	4,926	10,075	275	141	1	417	323	90	4	417	41.39	0.65
54	4,663	4,217	8,880	279	125	0	404	326	76	2	404	45.50	0.72
55	4,371	4,107	8,478	231	113	0	344	260	81	3	344	40.58	0.64
56	4,339	4,034	8,373	240	109	1	350	279	69	2	350	41.80	0.66
57	4,151	3,962	8,113	197	94	3	294	232	59	3	294	36.24	0.57
58	3,879	3,636	7,515	192	91	1	284	222	59	3	284	37.79	0.60
59	4,012	3,637	7,649	189	122	1	312	242	68	2	312	40.79	0.64
60	3,719	3,493	7,212	181	90	0	271	214	55	2	271	37.58	0.59
61	3,685	3,337	7,022	185	98	1	284	223	58	3	284	40.44	0.64
62	3,536	3,365	6,901	169	68	1	238	185	52	1	238	34.49	0.54

Driver Factors - Section 5

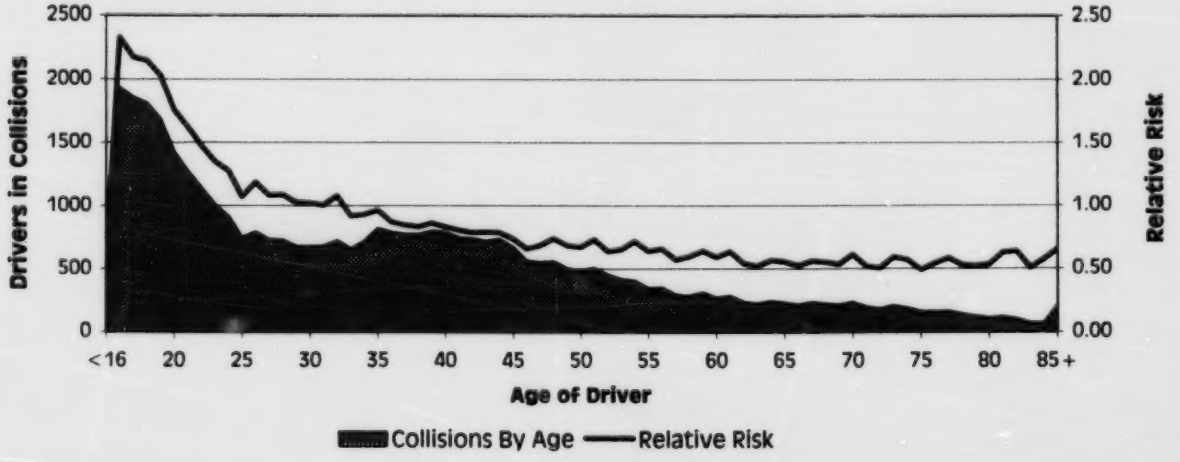
	Licensed Drivers			Drivers in 1999 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	3,586	3,218	6,804	154	71	0	225	177	46	2	225	33.07	0.52
64	3,602	3,155	6,757	171	70	2	243	191	51	1	243	35.96	0.57
65	3,468	3,050	6,518	156	74	0	230	181	45	4	230	35.29	0.56
66	3,447	3,052	6,499	147	67	2	216	172	44	0	216	33.24	0.52
67	3,568	3,064	6,632	156	80	0	236	190	45	1	236	35.59	0.56
68	3,421	2,914	6,335	150	70	2	222	181	41	0	222	35.04	0.55
69	3,367	2,977	6,344	152	62	1	215	173	41	1	215	33.89	0.53
70	3,265	2,788	6,053	166	69	0	235	190	43	2	235	38.82	0.61
71	3,203	2,814	6,017	137	60	1	198	149	45	4	198	32.91	0.52
72	3,038	2,701	5,739	131	53	0	184	141	40	3	184	32.06	0.51
73	2,936	2,604	5,540	137	71	0	208	160	45	3	208	37.55	0.59
74	2,781	2,411	5,192	128	60	0	188	153	33	2	188	36.21	0.57
75	2,798	2,403	5,201	111	51	0	162	130	32	0	162	31.15	0.49
76	2,508	2,149	4,657	103	56	1	160	126	33	1	160	34.36	0.54
77	2,365	2,053	4,418	112	49	3	164	130	33	1	164	37.12	0.58
78	2,242	1,920	4,162	94	46	0	140	113	25	2	140	33.64	0.53
79	2,006	1,751	3,757	83	41	0	124	97	25	2	124	33.01	0.52
80	1,737	1,484	3,221	78	31	0	109	78	31	0	109	33.84	0.53
81	1,587	1,348	2,935	85	31	1	117	97	19	1	117	39.86	0.63
82	1,436	1,106	2,542	80	23	0	103	89	14	0	103	40.52	0.64
83	1,246	928	2,174	54	15	1	70	53	17	0	70	32.20	0.51
84	1,043	800	1,843	47	20	0	67	46	20	1	67	36.35	0.57
85 +	3,825	2,071	5,043	163	44	2	209	164	42	3	209	41.44	0.65
NS	0	0	0	326	133	2,218	2,677	2,379	297	1	2,677		
Total	**344,209**	**323,170**	**667,379**	**25,932**	**14,052**	**2,371**	**42,355**	**32,911**	**9,220**	**224**	**42,355**	**63.46**	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. eg for under 16 age group - (282 / 8,134) x 1,000 = 34.67

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. eg: for under 16 age group - 34.67 / 63.46 = 0.55

Figure 5.2

Drivers in Collisions and Relative Risk by Driver Age



Licensed Drivers by Age and Year

Figure 5.3

	1997			1998			1999		
Age	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**
<16	3,930	3,825	7,755	3,985	3,966	7,951	4,080	4,054	8,134
16	6,601	6,108	12,709	6,604	6,402	13,006	6,666	6,424	13,090
17	6,813	6,162	12,975	6,817	6,310	13,127	6,830	6,642	13,472
18	6,848	6,380	13,228	6,867	6,282	13,149	6,890	6,407	13,297
19	6,635	6,190	12,825	6,784	6,377	13,161	6,833	6,227	13,060
20	6,619	6,117	12,736	6,480	6,113	12,593	6,569	6,226	12,795
21	6,283	5,954	12,237	6,443	6,033	12,476	6,327	6,043	12,370
22	6,085	5,701	11,786	6,102	5,915	12,017	6,239	5,973	12,212
23	5,869	5,583	11,452	5,960	5,597	11,557	5,982	5,796	11,778
24	5,650	5,321	10,971	5,748	5,445	11,193	5,824	5,480	11,304
25 - 34	58,018	57,261	115,279	56,081	55,302	111,383	54,616	53,746	108,362
35 - 44	73,869	71,716	145,585	73,799	72,121	145,920	72,946	71,592	144,538
45 - 54	55,458	51,406	106,864	57,522	53,486	111,008	60,240	56,228	116,468
55 - 64	38,017	34,527	72,544	38,405	35,131	73,536	38,880	35,944	74,824
65 - 74	33,129	28,353	61,482	32,862	28,438	61,300	32,494	28,375	60,869
75 >	22,111	16,433	38,544	22,334	17,099	39,433	22,793	18,013	40,806
Total	**341,935**	**317,037**	**658,972**	**342,793**	**320,017**	**662,810**	**344,209**	**323,170**	**667,379**

Drivers In Collisions by Gender by Year

Figure 5.4

	1997				1998				1999			
Age	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	176	93	1	270	174	94	0	268	182	98	2	282
16	966	651	11	1,628	1,148	629	3	1,780	1,191	740	2	1,933
17	1,099	588	7	1,694	1,226	684	9	1,919	1,109	745	4	1,858
18	1,110	549	13	1,672	1,183	576	5	1,764	1,178	628	5	1,811
19	1,071	478	17	1,566	1,041	515	13	1,569	1,111	564	9	1,684
20	906	394	13	1,313	946	452	8	1,406	930	489	7	1,426
21	777	359	5	1,141	790	398	5	1,193	825	441	8	1,274
22	671	333	3	1,007	635	350	10	995	718	423	2	1,143
23	578	279	3	860	619	327	7	953	649	356	4	1,009
24	557	271	4	832	567	307	6	880	576	338	2	916
25 - 34	4,545	2,425	34	7,004	4,595	2,513	42	7,150	4,567	2,537	34	7,138
35 - 44	4,145	2,536	34	6,715	4,587	2,656	25	7,268	4,859	2,795	33	7,687
45 - 54	2,868	1,507	9	4,384	3,055	1,546	18	4,619	3,332	1,766	17	5,115
55 - 64	1,747	718	7	2,472	1,774	840	11	2,625	1,909	926	10	2,845
65 - 74	1,388	590	5	1,983	1,428	616	6	2,050	1,460	666	6	2,132
75 >	897	344	3	1,244	983	421	5	1,409	1,010	407	8	1,425
NS *	1,522	682	2,619	4,823	984	435	2,660	4,079	326	133	2,218	2,677
Total	25,023	12,797	2,788	40,608	25,735	13,359	2,833	41,927	25,932	14,052	2,371	42,355

Drivers In Collisions by Collision Severity by Year

Figure 5.5

	1997				1998				1999			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	135	133	2	270	126	137	5	268	146	130	6	282
16	1,237	383	8	1,628	1412	363	5	1,780	1,494	431	8	1,933
17	1,329	363	2	1,694	1521	393	5	1,919	1,445	405	8	1,858
18	1,277	391	4	1,672	1394	366	4	1,764	1,387	413	11	1,811
19	1,210	353	3	1,566	1258	303	8	1,569	1,296	381	7	1,684
20	1,022	281	10	1,313	1097	302	7	1,406	1,111	312	3	1,426
21	872	262	7	1,141	937	249	7	1,193	984	288	2	1,274
22	791	214	2	1,007	775	217	3	995	885	254	4	1,143
23	665	194	1	860	742	210	1	953	773	232	4	1,009
24	638	187	7	832	677	197	6	880	696	218	2	916
25 - 34	5,354	1,620	30	7,004	5,551	1561	38	7,150	5,440	1657	41	7,138
35 - 44	5,250	1,427	38	6,715	5,768	1469	31	7,268	5,894	1758	35	7,687
45 - 54	3,442	912	31	4,385	3,597	996	26	4,619	3,943	1133	39	5,115
55 - 64	1,958	497	17	2,472	2,082	526	17	2,625	2,225	598	22	2,845
65 - 74	1,535	434	14	1,983	1,649	392	9	2,050	1,690	422	20	2,132
75 >	963	270	10	1,243	1,141	251	17	1,409	1,123	291	11	1,425
NS *	4,358	458	7	4,823	3,648	426	5	4,079	2,379	297	1	2,677
Total	32,038	8,379	193	40,608	33,375	8,358	194	41,927	32,811	9,220	224	42,355

Number of Charges Resulting from Collisions by Severity of Collision

Figure 5.6

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	115	57	0	172	2.5
Disobey Stop Sign	318	177	1	496	7.1
Fail to Signal	11	3	0	14	0.2
Speed too Fast for Condition	272	95	0	367	5.3
Driving Without Due Care	471	284	3	758	10.9
Following too Close	298	152	0	450	6.4
Passing on Right	13	4	0	17	0.2
Improper Lane Change	123	18	0	141	2.0
Improper Turn	140	47	0	187	2.7
Fail to Yield Right of Way	772	351	1	1,124	16.1
Passing When Unsafe	25	16	0	41	0.6
Driving Left of Centre	33	11	0	44	0.6
Driving Wrong Way on a One Way Street	3	0	0	3	0.0
Fail to Yield to Pedestrian	3	19	0	22	0.3
Fail to Report	246	48	0	294	4.2
Disobey Traffic Signal	224	141	0	365	5.2
Improper Parking on Highway or Street	1	3	0	4	0.1
Passing School Bus When Forbidden	0	0	0	0	0.0
Inadequate Brakes	7	1	0	8	0.1
Lights, Tires,Windshield or Bumper Height *	3	3	0	6	0.1
Dangerous Driving	38	31	4	73	1.0
Driving While Disqualified	81	38	1	120	1.7
Criminal Negligence	1	2	1	4	0.1
Fail to Remain at Scene	124	35	0	159	2.3
Impaired Driving/Refuse Testing	387	242	9	638	9.1
Unsafe Backing	233	9	0	242	3.5
No Driver's Licence	289	173	0	462	6.6
Operator or Passenger Not Using Seat belt	7	20	0	27	0.4
Speeding Past Highway Worker	1	0	0	1	0.0
Stunting	13	3	0	16	0.2
24 Hour Suspension	83	45	0	128	1.8
Other	412	179	4	595	8.5
Total	**4,747**	**2,207**	**24**	**6,978**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Action by Age

Figure 5.7

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	37	171	151	128	108	99	299	451	481	326	220	499	70	3,040	23.5
Control Device Disregarded	7	81	62	62	60	39	127	203	189	128	92	235	40	1,325	10.2
Following too Close	1	103	96	81	81	63	181	255	238	123	74	73	51	1,420	11.0
Too Fast for Road Conditions	27	176	160	135	126	86	269	333	295	130	83	62	71	1,953	15.1
Exceeding Speed Limit	3	38	30	29	36	21	53	42	29	7	4	2	28	322	2.5
Turning Improper	7	25	31	34	33	31	59	83	97	90	49	99	30	668	5.2
Passing or Improper Lane Use	4	38	44	31	27	32	77	99	96	87	52	100	28	715	5.5
Backing Unsafe	6	47	24	24	23	27	62	120	124	93	57	104	64	775	6.0
Fail to Signal	1	5	3	7	2	1	5	9	7	6	3	11	3	63	0.5
Driving Wrong Way on a One Way	1	4	1	1	1	1	3	3	4	4	2	5	6	36	0.3
Taking Evasive Action	6	85	90	70	65	66	163	254	248	121	70	61	13	1,312	10.1
Careless Driving / Stunting	22	67	52	46	41	34	63	74	49	21	16	16	75	576	4.4
Pedestrian Action Contributed	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0.0
Other	19	39	38	33	33	25	69	96	108	67	47	70	95	739	5.7
Total	**141**	**879**	**782**	**681**	**636**	**525**	**1,430**	**2,024**	**1,986**	**1,203**	**769**	**1,337**	**574**	**12,947**	
Per cent	**1.1**	**6.8**	**6.0**	**5.3**	**4.9**	**4.1**	**11.0**	**15.6**	**15.2**	**9.3**	**5.9**	**10.3**	**4.4**		**100.0**

Number of Charges Resulting from Collisions by Age

Figure 5.8

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	5	6	4	5	10	11	25	43	32	17	7	5	2	172	2.5
Disobey Stop Sign	2	40	31	31	17	16	50	73	72	39	23	102	0	496	7.1
Fail to Signal	0	0	0	1	0	0	0	4	2	1	0	5	1	14	0.2
Speed too Fast for Conditions	6	55	46	50	30	18	49	47	34	13	12	6	1	367	5.3
Driving Without Due Care	9	98	71	67	54	44	89	105	92	40	36	49	4	758	10.9
Following too Close	1	52	46	31	26	26	63	66	66	26	21	24	2	450	6.4
Passing on Right	0	2	2	0	2	3	2	1	4	1	0	0	0	17	0.2
Improper Lane Change	0	10	11	11	6	7	10	11	16	18	9	32	0	141	2.0
Improper Turn	2	6	17	12	6	12	16	30	23	17	17	29	0	187	2.7
Fail to Yield Right of Way	8	72	64	54	41	37	112	159	175	127	83	189	3	1,124	16.1
Passing When Unsafe	0	3	3	1	2	1	4	6	6	3	7	5	0	41	0.6
Driving Left of Centre	0	3	2	2	3	6	6	8	3	4	2	5	0	44	0.6
Wrong Way on a One Way	0	1	0	0	0	0	0	0	0	0	0	2	0	3	0.0
Fail to Yield to Pedestrian	0	1	1	0	1	0	5	2	5	3	1	3	0	22	0.3
Fail to Report	8	26	24	34	22	20	46	47	26	13	6	10	12	294	4.2
Disobey Traffic Signal	0	14	21	12	21	9	32	50	59	45	33	67	2	365	5.2
Improper Parking	0	1	0	0	0	0	0	0	0	0	0	1	2	4	0.1
Passing School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inadequate Brakes	0	0	1	0	0	0	2	3	0	1	0	0	1	8	0.1
Lights,Tires,Windshield,Bumper*	0	0	2	1	0	0	0	1	0	2	0	0	0	6	0.1
Dangerous Driving	3	6	3	7	10	4	13	12	7	2	2	2	2	73	1.0
Driving While Disqualified	1	1	2	2	9	6	17	43	23	9	4	3	0	120	1.7
Criminal Negligence	0	0	0	0	1	0	1	1	1	0	0	0	0	4	0.1
Fail to Remain at Scene	1	9	11	7	9	4	21	36	28	7	12	3	11	159	2.3
Impaired Driving/Refuse Testing	4	14	18	37	42	40	92	160	129	56	27	16	3	638	9.1
Unsafe Backing	3	19	15	8	13	9	23	44	33	22	15	37	1	242	3.5
No Driver's Licence	51	19	28	30	17	31	67	109	66	23	11	9	1	462	6.6
Not Using Seat belt	0	1	3	2	2	2	5	2	6	2	0	2	0	27	0.4
Speeding Past Highway Worker	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.0
Stunting	0	2	6	2	0	2	1	3	0	0	0	0	0	16	0.2
24 Hour Suspension	0	5	6	9	11	4	23	27	25	10	4	3	1	128	1.8
Other	21	56	43	44	34	20	73	73	80	49	34	55	13	595	8.5
Total	**125**	**522**	**481**	**460**	**389**	**332**	**847**	**1,166**	**1,014**	**550**	**366**	**664**	**62**	**6,978**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Condition by Age

Figure 5.9

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	88	550	482	450	420	309	921	289	1,351	1,875	588	1,049	643	9,015	64.6
Distracted	9	66	70	56	40	35	104	150	148	70	67	97	16	928	6.6
Had Been Drinking	8	29	30	58	47	39	124	134	92	30	19	11	24	645	4.6
Impaired	4	16	25	44	56	51	111	206	169	67	32	19	25	825	5.9
Extreme Fatigue	0	2	6	6	4	5	10	14	11	5	3	3	1	70	0.5
Fell Asleep	0	16	14	17	22	23	22	43	20	14	7	9	1	208	1.5
Driver Inexperience / Confusion	108	420	284	146	77	49	110	112	85	63	30	96	18	1,598	11.4
Lost Consciousness / or Illness	1	2	1	2	1	1	1	16	10	3	8	13	1	60	0.4
Physical / Medical Disability	0	0	2	2	1	0	2	9	4	6	8	23	0	57	0.4
Drugs (Prescription or Illegal)	0	0	0	5	3	1	7	10	15	8	0	2	0	51	0.4
Defective Eyesight / Hearing	0	0	0	1	0	3	0	1	0	2	3	29	1	40	0.3
Other Human Conditions	13	19	18	19	13	14	48	57	69	35	30	99	34	468	3.4
Total	**231**	**1,120**	**932**	**806**	**684**	**530**	**1,460**	**1,041**	**1,974**	**2,178**	**795**	**1,450**	**784**	**13,965**	
Per cent	1.7	8.0	6.7	5.8	4.9	3.8	10.5	7.5	14.1	15.6	5.7	10.4	5.5		**100.0**

Figure 5.10

Number of Drivers Involved in Collisions by Licence Class and Age

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	1	0	0	8	0	96	177	282
16	1	0	1	0	1,751	0	102	78	1,933
17	0	0	0	0	1,707	0	40	111	1,858
18	5	1	0	1	1,650	0	42	112	1,811
19	37	1	1	3	1,473	1	36	132	1,684
20	51	0	4	10	1,231	0	27	103	1,426
21-24	215	7	16	64	3,561	3	55	421	4,342
25-34	573	26	54	221	5,460	1	76	727	7,138
35-44	842	92	117	290	5,647	0	27	672	7,687
45-54	546	108	103	251	3,696	0	11	400	5,115
55-64	249	74	61	105	2,133	0	3	220	2,845
65 and Over	124	42	57	62	3,036	0	2	234	3,557
Not Stated	5	0	0	0	31	0	3	2,638	2,677
Drivers in Collisions	**2,648**	**352**	**414**	**1,007**	**31,384**	**5**	**520**	**6,025**	**42,355**
Total Licensed Drivers	**42,838**	**6,032**	**7,499**	**14,315**	**568,925**	**13**	**27,756**	**0**	**667,378**
Relative Risk *	**1.0**	**0.9**	**0.9**	**1.1**	**0.9**	**6.1**	**0.3**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class) / (% of Total License Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceed 4 600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4 600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or less passengers.

Class 5 - Operators of cars, vans, two axle trucks, two axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4 600 kg. Buses when not transporting passengers, three axle motor homes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Figure 5.11

Number of Drivers Involved in Collisions by Year and Age

Age Group	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Under 16	373	335	364	308	325	285	283	270	268	282
16	2,140	2,051	2,186	1,764	1,795	1,787	1,682	1,628	1,780	1,933
17	2,035	2,063	2,015	1,730	1,726	1,715	1,759	1,694	1,919	1,858
18	1,962	2,054	1,920	1,547	1,622	1,618	1,549	1,672	1,764	1,811
19	1,691	1,734	1,775	1,350	1,476	1,499	1,540	1,566	1,569	1,684
20	1,481	1,527	1,599	1,231	1,298	1,295	1,313	1,313	1,406	1,426
21-24	5,090	5,055	4,960	3,942	3,973	4,114	4,020	3,840	4,021	4,342
25-34	11,229	11,301	10,488	8,128	8,298	7,746	7,696	7,004	7,150	7,138
35-44	7,898	8,370	8,364	6,297	6,967	7,083	7,315	6,715	7,268	7,687
45-54	4,356	4,324	4,705	3,710	4,016	4,384	4,442	4,384	4,619	5,115
55-64	3,460	3,520	3,359	2,496	2,667	2,675	2,628	2,472	2,625	2,845
65 and Over	3,671	3,868	3,807	3,091	3,248	3,287	3,316	3,227	3,459	3,557
Not Stated	4,866	5,597	5,344	2,966	3,910	4,320	5,181	4,823	4,079	2,677
Drivers in Collisions	**50,252**	**51,799**	**50,888**	**38,860**	**41,321**	**41,808**	**42,724**	**40,608**	**41,927**	**42,355**

Convictions - 1994 to 1999

Figure 5.12

	1994	1995	1996	1997	1998	1999	Total
Exceed Speed Limit	67,074	66,514	63,603	65,050	66,683	60,419	389,343
Driver Fail to Wear Seat Belt	9,179	7,284	7,147	7,788	9,811	11,930	53,139
No Licence/Inappropriate Licence	6,762	6,372	5,557	5,003	4,710	5,258	33,662
Stop Sign	5,611	5,278	4,987	5,049	4,888	5,461	31,274
Operating Unregistered Vehicle	4,625	4,748	4,194	4,210	4,354	4,535	26,666
Inadequate/Improper Equipment	2,722	2,341	2,290	2,948	2,911	2,271	15,483
Red Light	2,918	2,281	2,438	2,404	2,317	2,475	14,833
Without Due Care/Reasonable Consideration	1,853	1,824	1,589	1,726	1,699	1,593	10,284
Driving While Suspended or Refused Issue Etc	1,825	1,838	1,745	1,528	1,396	1,146	9,478
Fail to Display Plate/Stickers/Permit	1,027	910	774	935	1,221	1,791	6,658
Stunting	1,202	1,141	1,023	994	1,080	960	6,400
U-Turn at Traffic Lights	610	1,619	1,076	1,044	1,086	952	6,387
Improperly Equipped Vehicle	1,072	1,145	1,263	1,391	1,270	138	6,279
Speed Too Fast For Conditions	833	979	1,017	1,046	768	680	5,323
Drive Vehicle While Passenger Unrestrained	1,097	708	645	603	696	696	4,445
Fail To Report Accident	819	849	706	644	649	734	4,401
Left Turn Across Traffic	698	762	636	597	711	613	4,017
Following Too Close	516	571	517	555	548	563	3,270
Amber Light	463	370	701	570	581	501	3,186
Yield Sign	480	412	482	487	411	420	2,692
Backing Up When Unsafe	457	500	482	418	381	419	2,657
Excessive Noise	510	535	360	358	399	357	2,519
Disobey Traffic Control Device	572	485	364	441	360	230	2,452
Driving Contrary to Sign Direction	210	411	291	308	387	432	2,039
Improper Turn	362	275	254	475	232	258	1,856
Fail to Obey Restriction/Endorsement	369	334	264	309	260	280	1,816
Failing to Yield to Vehicle on Right	377	347	277	275	241	259	1,776
Unauthorized Use of Plate/Registration	317	344	310	227	239	229	1,666
Driving Left of Centre	312	245	256	254	222	277	1,566
Fail to Produce Licence/Registration	425	347	297	206	163	112	1,550
Straddling Lanes	248	290	259	225	238	229	1,489
Inadequate Brakes	178	137	206	278	59	196	1,054
Fail To Yield To Pedestrian	198	151	190	191	164	158	1,052
Insufficient or No Signal	188	162	120	152	155	211	988
Illegal U-Turn	182	149	148	125	116	210	930
Cross Solid Lines	156	211	105	135	113	86	806
Fail to Stop for Railway Crossing	143	35	146	205	148	116	793
Disobey School Bus Signal	136	109	104	128	124	130	731
Passing on the Right	114	141	115	120	135	89	714
Improperly Equipped M/C Operator or Passenger	148	136	109	112	102	63	670
Passing When Unsafe	124	138	138	96	88	69	653
Insecure Load or Unmarked Overhanging Load	119	100	149	122	69	61	620
Exceed 60 Km/Hr Passing Highway Worker	37	25	41	279	81	125	588
Fail to Yield Leaving Lane or Alley	81	100	76	84	104	80	525
Contest of Speed - Racing	82	65	61	103	95	74	480
Obscured Vision	68	66	76	88	79	77	454
Headlamps not Illuminated	82	58	55	77	67	93	432
Allow Rider on Exterior of Vehicle	82	63	66	58	67	68	404
False Statement/Fail to Furnish Information	85	72	60	84	89	8	398
Flashing Red Light or Proceed Before Safe	76	49	53	90	19	106	393
Flashing Red Light at Crosswalk	13	4	1	5	269	14	306
Driving on Wrong Side of Divided Highway	64	54	55	47	28	37	285
Overcrowded Steering Compartment	74	46	45	39	39	24	267
Enter Prov Highway/Fail to Yield	81	38	37	39	25	39	259
Fail to Stop For Police Officer	112	80	61	0	0	0	253
Fail to Dim Headlights	60	44	39	45	36	26	250
Throwing Glass or Other Litter on Highway	55	48	32	20	21	22	198

Convictions - 1994 to 1999

Figure 5.12

	1994	1995	1996	1997	1998	1999	Total
Improper Stopping On Highway or Street	41	51	10	21	24	45	192
Deface or Alter Licence/Registration/Plate	40	44	32	22	14	21	173
Cutting In	21	18	37	42	15	28	161
Improper Lane Use	22	13	75	29	15	5	159
Drive Over Median	30	30	19	23	28	28	158
Unlit Lamps or Obstruction	20	26	23	26	31	31	157
Driving While on 24 Hour Suspension	21	16	12	19	28	36	132
Cross Highway	31	11	20	13	34	7	116
Disobey Emergency Vehicle Signal	15	27	12	19	22	21	116
Fail to Yield On Green Arrow	18	8	21	16	13	7	83
Permit Attachment of Person/Device (Hanging On Veh)	20	10	12	10	9	22	83
Fail to Stop School Bus/Dangerous Goods Vehicle	19	11	8	24	13	7	82
Impede Traffic	17	18	6	12	4	6	63
Speeding Up on Being Overtaken	14	13	8	6	5	7	53
Disobey Traffic Light Not at Intersection	12	7	10	11	5	7	52
Fail to Obey Flag Person Directions	6	7	5	9	11	7	45
Produce Other Persons Licence	3	6	5	9	9	8	40
Other Charges	46	24	37	32	28	21	188
Total	**118,679**	**114,680**	**108,444**	**111,133**	**113,512**	**108,714**	**675,162**

Top 5 Convictions - 1994 to 1999

Figure 5.13

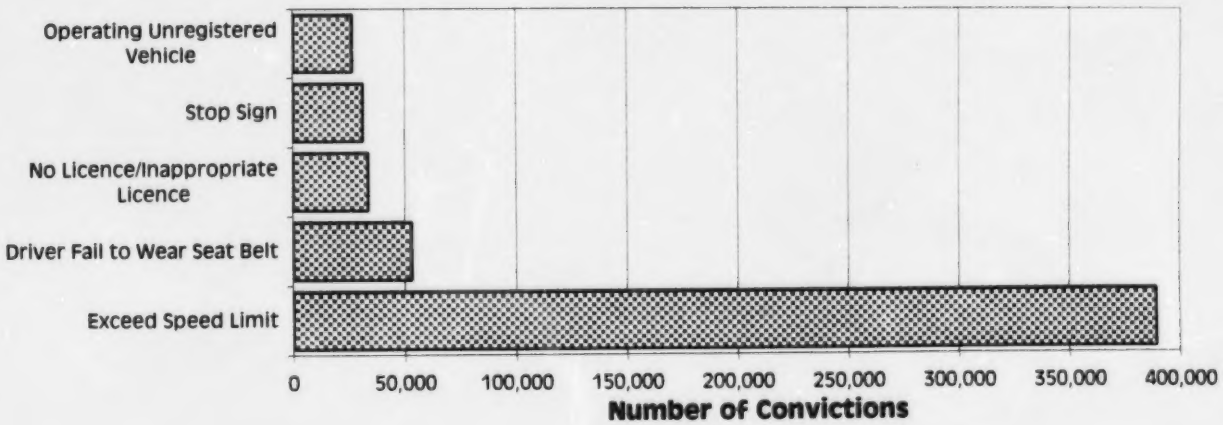
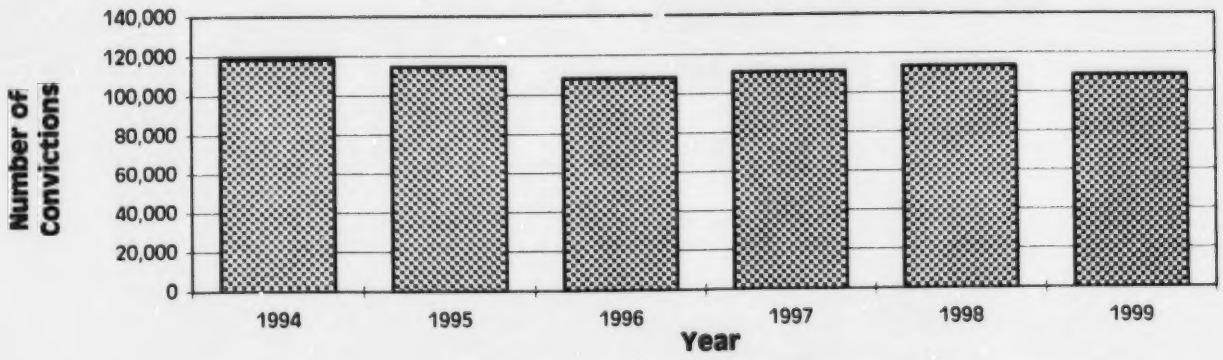


Figure 5.14

Number of Convictions by Year



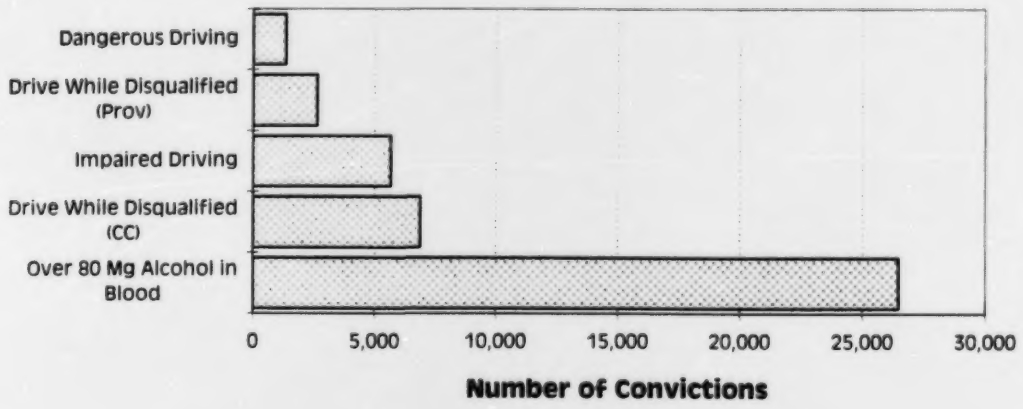
Criminal Code Convictions - 1994 to 1999

Figure 5.15

	1994	1995	1996	1997	1998	1999	Total
Over 80 Mg Alcohol in Blood	4,824	4,742	4,566	4,245	4,148	3,953	26,478
Drive While Disqualified (CC)	1,587	1,355	1,066	977	935	974	6,894
Impaired Driving	1,008	962	910	845	939	992	5,656
Drive While Disqualified (Prov)	435	360	361	351	459	669	2,635
Dangerous Driving	272	261	205	202	216	188	1,344
Leave Scene of Accident	238	247	162	147	144	137	1,075
Fail to Comply With a Demand	157	148	154	179	157	150	945
Impaired Driving Causing Bodily Harm	26	45	28	47	51	24	221
Dangerous Driving Causing Bodily Harm	25	29	18	19	20	15	126
Failing to Stop For Police Officer	0	0	2	2	4	38	46
Dangerous Driving Causing Death	8	8	6	6	2	5	35
Impaired Driving Causing Death	1	3	9	4	7	3	27
Criminal Negligence Causing Bodily Harm	4	0	3	1	1	2	11
Criminal Negligence Causing Death	0	0	0	1	0	1	2
Manslaughter	0	0	0	0	1	0	1
Total	**8,585**	**8,160**	**7,490**	**7,026**	**7,084**	**7,151**	**45,496**

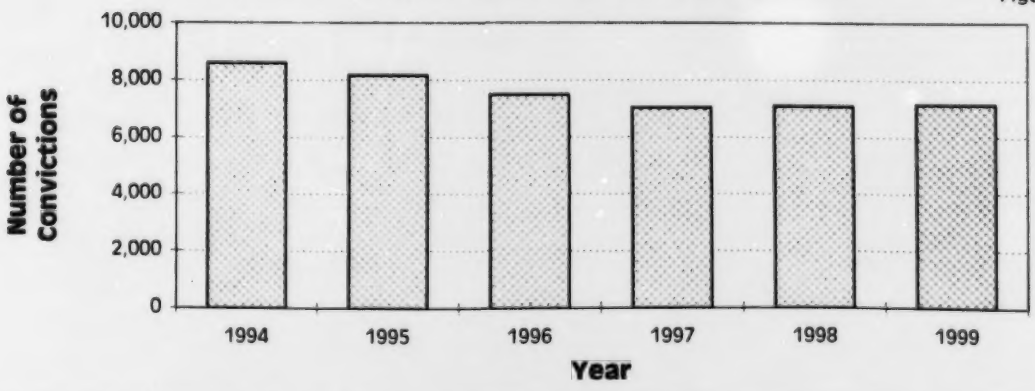
Top 5 Criminal Code Convictions - 1994 to 1999

Figure 5.16



Number of Criminal Code Convictions by Year

Figure 5.17



Vehicle Factors

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Vehicle Factors

There were 45,779 vehicles involved in 26,468 collisions during 1999. This is an average of 1.73 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Automobiles accounted for 58.0% of vehicles in all collisions and 44.6% of the vehicles in fatal collisions.
- Pickup trucks accounted for 24.1% of vehicles in all collisions and 28.8% of vehicles in fatal collisions.
- There were 1,310 large trucks (2.8% of the total vehicles) involved in collisions during 1999. Twenty-four (10.4%) were involved in a fatal collision.
- There were 179 motorcycles involved in collisions during 1999, and 65.4% of those resulted in injury or death.

Figures 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Figure 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	20,901	5,562	103	26,566	58.0
Pickup Truck 4 500kg and Under	8,838	2,110	62	11,010	24.1
Panel Van 4 500kg and Under (Includes Mini Van)	3,360	846	26	4,232	9.2
Trucks > 4 500 kg	384	85	5	474	1.0
Semi-Trailer Power Unit	623	194	19	836	1.8
Transit Bus (Urban)	61	15	0	76	0.2
Inter City Bus	15	6	0	21	0.0
School Bus - Standard Large Type	72	12	1	85	0.2
School Bus - Van Type	6	2	0	8	0.0
Other Bus - Unspecified/Private	12	10	0	22	0.0
Motorcycle	62	115	2	179	0.4
Moped / Powered Bicycle	3	1	0	4	0.0
Bicycle	55	199	4	258	0.6
Ambulance / Police / Fire	52	9	0	61	0.1
Snowmobile *	62	59	3	124	0.3
Construction / Maintenance Equipment	78	16	2	96	0.2
Unregistered Farm Equipment	33	8	3	44	0.1
Off Highway Vehicle (3 or 4 Wheel ATV's) *	0	11	1	12	0.0
Motorhome	19	2	0	21	0.0
Other Vehicle	48	6	0	54	0.1
Not Stated	1,481	115	0	1,596	3.5
Total	**36,165**	**9,383**	**231**	**45,779**	**100.0**

Number of Vehicles in Collisions by Vehicle Type and Road System

Figure 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	22,719	2,469	1,052	326	26,566	58.0
Pickup Truck 4 500kg and Under	7,837	1,706	1,186	281	11,010	24.1
Panel Van 4 500kg and Under (Includes Mini Van)	3,337	638	192	65	4,232	9.2
Trucks > 4 500 kg	291	107	66	10	474	1.0
Semi-Trailer Power Unit	321	405	85	25	836	1.8
Transit Bus (Urban)	75	1	0	0	76	0.2
Inter City Bus	21	0	0	0	21	0.0
School Bus - Standard Large Type	73	7	4	1	85	0.2
School Bus - Van Type	6	1	0	1	8	0.0
Other Bus - Unspecified/Private	19	1	2	0	22	0.0
Motorcycle	135	33	7	4	179	0.4
Moped / Powered Bicycle	4	0	0	0	4	0.0
Bicycle	246	7	2	3	258	0.6
Ambulance / Police / Fire	50	8	1	2	61	0.1
Snowmobile *	22	30	38	34	124	0.3
Construction / Maintenance Equipment	54	23	17	2	96	0.2
Unregistered Farm Equipment	10	9	25	0	44	0.1
Off Highway Vehicle (3 or 4 Wheel ATV's) *	3	2	2	5	12	0.0
Motorhome	12	5	3	1	21	0.0
Other Vehicle	38	7	6	3	54	0.1
Not Stated	1,541	20	6	29	1,596	3.5
Total	**36,814**	**5,479**	**2,694**	**792**	**45,779**	**100.0**

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in contact with a motor vehicle on the roadway.

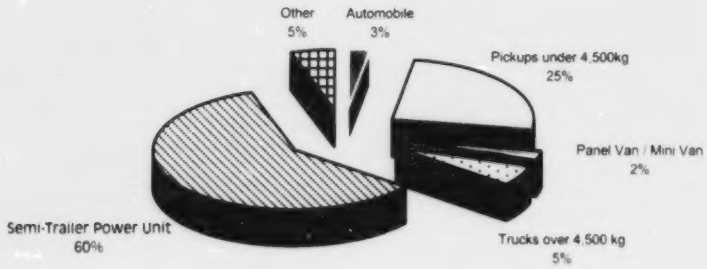
The standard passenger car and pickup truck are involved in 82.1% of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Figure 6.3

Vehicle Type	No Trailer	Recre-ation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A Train	C Train	B Train	Over Sized	Other	Total	%
Automobile (pass'ger car)	26,540	12	8	0	0	6	0	0	0	0	0	0	26,566	58.0
Pickup Truck < 4,500kg	10,750	56	83	67	20	18	3	0	0	4	0	9	11,010	24.1
Panel Van / Mini Van	4,207	14	8	0	1	0	0	0	0	0	0	2	4,232	9.2
Trucks > 4,500 kg	418	3	4	8	10	8	15	1	0	5	0	2	474	1.0
Semi-Trailer Power Unit	225	0	1	1	12	2	374	60	26	110	3	22	836	1.8
Bus - All Types	212	0	0	0	0	0	0	0	0	0	0	0	212	0.5
Const./Maintenance Equip	93	0	1	0	2	0	0	0	0	0	0	0	96	0.2
Farm Equipment	25	0	0	18	0	1	0	0	0	0	0	0	44	0.1
Off Highway Vehicle	12	0	0	0	0	0	0	0	0	0	0	0	12	0.0
Motorhome	14	2	3	0	0	2	0	0	0	0	0	0	21	0.0
Other Vehicle	2,255	5	8	1	2	0	2	0	1	0	0	2	2,276	5.0
Total	**44,751**	**92**	**116**	**95**	**47**	**37**	**394**	**61**	**27**	**119**	**3**	**37**	**45,779**	**100.0**

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Figure 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	17,931	5,718	201	23,850	52.1
Turning Left	3,422	952	6	4,380	9.6
Turning Right	1,526	288	1	1,815	4.0
Making U-Turn	203	36	0	239	0.5
Changing Lanes	813	88	0	901	2.0
Merging	184	42	0	226	0.5
Reversing	1,647	51	1	1,699	3.7
Overtaking, Passing on Left or Right	277	85	4	366	0.8
Slowing or Stopping on the Roadway (decelerating)	1,994	620	5	2,619	5.7
Stopped in Traffic (inc. mechanical breakdown)	2,012	839	2	2,853	6.2
Starting in Traffic (accelerating)	344	133	1	478	1.0
Starting from Parked Position, Leaving Roadside	234	19	0	253	0.6
Entering Parked Position, Stopping On Roadside	138	11	0	149	0.3
Parked Legally	3,119	147	7	3,273	7.1
Parked Illegally	135	16	0	151	0.3
Other	133	38	1	172	0.4
Not Stated	2,053	300	2	2,355	5.1
Total	**36,165**	**9,383**	**231**	**45,779**	**100.0**

Collisions Involving Dangerous Goods

Figure 6.5

Dangerous Goods Class	Spilled Yes	Spilled No	Total	% Spilled	% of Total
Class 1 Explosives	0	14	14	0.0	10.9
Class 2 Compressed Gases	1	13	14	7.1	10.9
Class 3 Flammable Liquids	24	53	77	31.2	60.2
Class 4 Flammable Solids	0	1	1	0.0	0.8
Class 5 Oxidizers & Organic Substances	0	2	2	0.0	1.6
Class 6 Poisonous & Infectious Substances	0	8	8	0.0	6.3
Class 7 Radioactive Materials	0	0	0	0.0	0.0
Class 8 Corrosive Substances	0	2	2	0.0	1.6
Class 9 Miscellaneous Substances	8	2	10	80.0	7.8
Total	**33**	**95**	**128**	**25.8**	**100.0**
% of Total	**25.8**	**74.2**	**100.0**		

Truck Collisions by Year

Figure 6.6

Year	Number of Truck Collisions: Total Number of Trucks Involved	Property Damage Only	Personal Injury	Fatal	Total	Number Injured	Number Killed
1988	1,681	1,316	296	23	1,635	413	24
1989	1,610	1,265	255	31	1,551	379	38
1990	1,590	1,268	261	22	1,551	379	23
1991	1,614	1,311	233	26	1,570	330	31
1992	1,432	1,130	234	25	1,389	357	28
1993	1,259	943	254	20	1,217	372	21
1994	1,335	981	287	25	1,293	469	32
1995	1,398	1,014	304	21	1,339	473	27
1996	1,520	1,141	297	28	1,466	443	36
1997	1,542	1,122	331	24	1,477	453	37
1998	1,366	1,046	246	26	1,318	341	32
1999	1,310	964	273	21	1,258	395	31

Trucks Involved in Collisions by Truck Type

Figure 6.7

Year	Single Unit (Straight) Trucks: Property Damage Only	Personal Injury	Fatal	Articulated/Tractor-Trailer Trucks: Property Damage Only	Personal Injury	Fatal
1988	676	144	5	675	163	18
1989	583	125	6	725	146	25
1990	604	121	5	693	149	18
1991	661	112	10	692	128	18
1992	584	110	8	582	131	18
1993	458	99	5	519	161	18
1994	468	124	8	546	168	21
1995	492	116	5	565	204	16
1996	510	106	4	674	202	24
1997	491	132	6	682	212	19
1998	416	93	9	666	165	17
1999	384	85	5	623	194	19

Motorcycle Collisions by Year

Figure 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1988	137	222	3	362	260	3
1989	98	172	5	275	193	5
1990	91	165	4	260	183	6
1991	101	156	5	262	179	6
1992	95	149	2	246	161	2
1993	59	131	5	195	150	5
1994	60	131	4	195	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	61	116	3	180	137	3
1999	64	113	2	179	129	2

1999 Vehicle Registrations (*Insured Years)

Figure 6.9

Type of Vehicle	Total Registrations
Road Motor Vehicles	
Automobile	320,576
Light trucks < 5,000 kg	168,361
Straight Trucks over 5,000 kg	68,275
Vans (light and heavy)	60,006
Other (leased and u-haul vehicles)	42,283
Sport Utility Vehicles (ranch wagons)	28,869
Truck Tractors - Semi Power Units	8,504
Motor Homes	7,222
Motorcycles	4,591
School Buses	3,287
Other Buses - Inter City, Transit and Other	787
Taxis	692
Public Service (police)	417
Ambulances	227
Hearse	120
Pedal Cycles	24
Subtotal Road Motor Vehicles	**714,241**
Other Vehicles	
All Trailers - commercial & private	102,054
Snowmobiles/Motor Toboggans	7,163

* insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short term registrations.

Example: When three separate motorcycles are registered for 6 months out of a complete year. They are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

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Victims and Safety Restraints

The Traffic Accident Information System (TAIS) attempts to capture information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figures 7.6 and 7.7 show the relationships between the severity of injury to vehicle occupants and seat belt use. The number of persons injured while using seat belts is much higher than the number of those not using them. This is because more than 90% of all vehicle occupants are belted in during a crash. In Saskatchewan, 92% of car drivers use occupant restraints (see figure 12.3 on page 119). The severity of injury is much lower for victims using safety restraints. Eighty-seven per cent of those using safety restraints sustained minor or moderate injuries. More than 28% of those not using safety restraints were severely or fatally injured, compared to 6% of those using restraints.

Seat belts & child restraints

The proper use of seat belts is an important step toward preventing injuries and fatalities in motor vehicle collisions. According to a recent survey done by Transport Canada, Saskatchewan has an 88% seat belt usage rate, the fifth highest in Canada. While this may sound impressive, it is important to keep in mind that the survey is done mostly in urban areas – and Saskatchewan has a large rural population.

A survey commissioned by SGI found that use rate in some rural communities in Saskatchewan ranged from 68% to 82%.

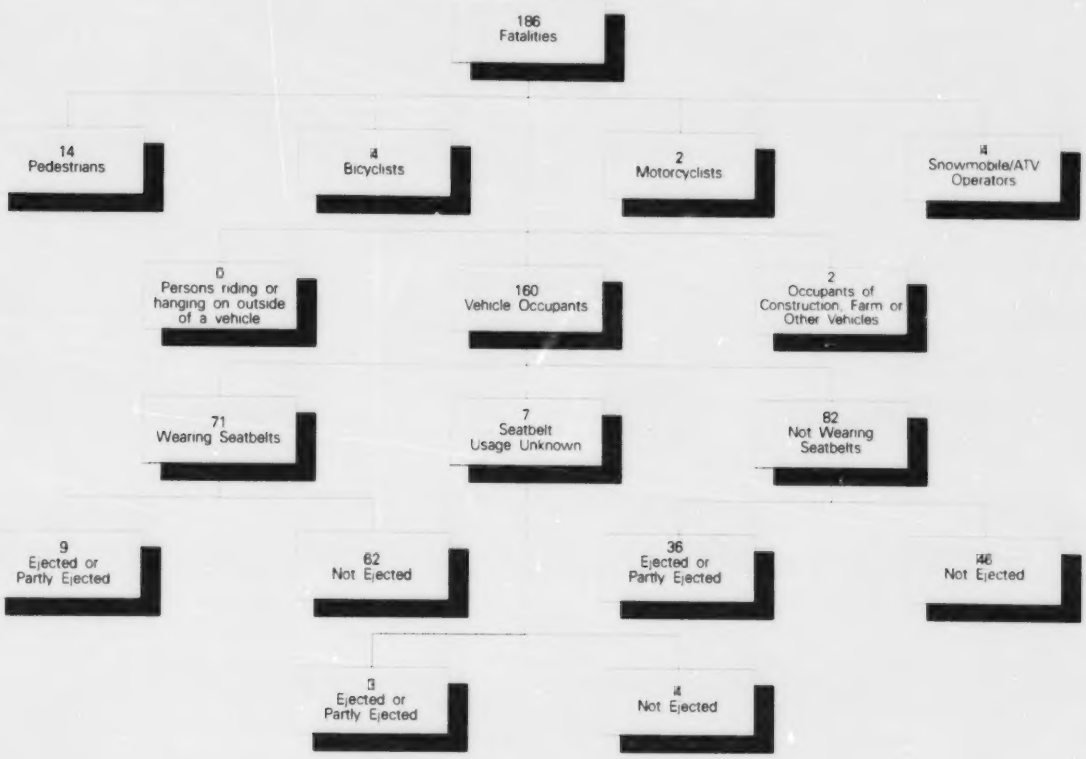
SGI statistics show that in 1999, 160 people died in vehicle crashes on Saskatchewan's roads, and 82 of them, or 51%, were not wearing their seat belts. Unfortunately, this is well above the average of 50 deaths per year and 45% of the total for the previous five-year period 1993 to 1998.

In 1999, 28 children (under the age of eight) were injured while not properly restrained in a seat belt or proper child restraint. This compares to 35 in 1997 and 22 in 1998. There also was one death in 1999 of an unrestrained child. SGI surveys show 50% of children age eight and under in Saskatchewan are not properly restrained.

For more information on the proper installation of child restraints, call SGI Traffic Safety Promotion at (306) 751-1465.

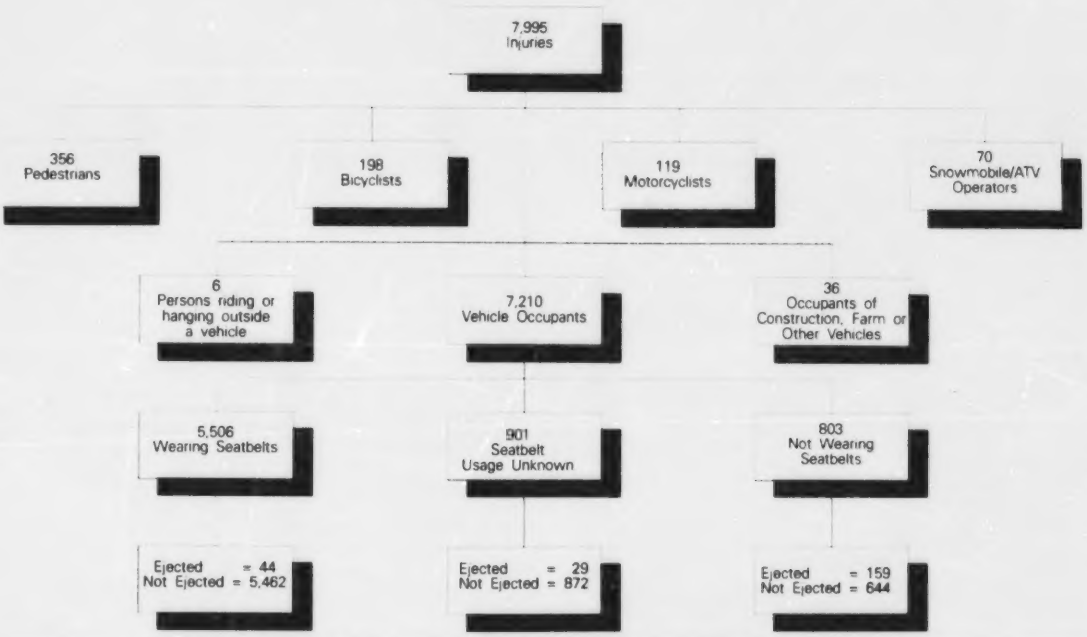
Fatalities Classification
(January 1 to December 31, 1999)

Figure 7.1



Injuries Classification
(January 1 to December 31, 1999)

Figure 7.2



Victims Injured by Road User Class and Age Group

Figure 7.3

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	8	806	666	848	890	575	305	346	11	4,455	55.7
Motor Vehicle Passenger	92	344	655	319	274	218	143	121	194	159	2,519	31.5
Pedestrian	24	82	45	29	37	40	22	14	27	36	356	4.5
Bicyclist*	3	60	22	13	32	20	9	1	2	36	198	2.5
Motor Cycle Driver	0	0	14	30	18	24	16	4	1	1	108	1.4
Motor Cycle Passenger	0	1	3	3	0	1	0	0	0	3	11	0.1
Motorcyclist (not spec.)	0	0	0	0	0	0	0	0	0	0	0	0.0
Motor Veh. Occ. (not spec.)	11	18	23	17	18	6	1	3	4	135	236	3.0
Other Occupants	0	2	8	4	7	5	6	1	1	2	36	0.5
Snowmobiler*	0	2	14	8	18	10	5	1	0	0	58	0.7
Hanging / Riding On Vehicle	0	0	0	3	0	1	1	0	0	1	6	0.1
ATV Operator*	0	5	4	1	0	1	0	0	1	0	12	0.2
Total	**130**	**522**	**1,594**	**1,093**	**1,252**	**1,216**	**778**	**450**	**576**	**384**	**7,995**	**100.0**

Victims Killed by Road User Class and Age Group

Figure 7.4

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	14	7	18	9	14	11	17	0	90	48.4
Motor Vehicle Passenger	2	6	11	7	6	4	10	4	13	3	66	35.5
Pedestrian	0	2	1	2	2	2	3	0	2	0	14	7.5
Bicyclist*	0	3	1	0	0	0	0	0	0	0	4	2.2
Motor Cycle Driver	0	0	0	0	0	1	1	0	0	0	2	1.1
Motor Cycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (not spec.)	0	0	0	0	0	0	0	0	0	0	0	0.0
Motor Veh. Occ. (not spec.)	0	0	0	1	3	0	0	0	0	0	4	2.2
Other Occupants	1	0	0	0	0	0	1	0	0	0	2	1.1
Snowmobiler*	0	0	0	0	3	0	0	0	0	0	3	1.6
Hanging / Riding On Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operator*	0	0	0	0	0	0	0	0	1	0	1	0.5
Total	**3**	**11**	**27**	**17**	**32**	**16**	**29**	**15**	**33**	**3**	**186**	**100.0**

Victims Injured or Killed by Road User Class and Gender

Figure 7.5

	Victims Injured				Victims Killed			
Category	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	2,228	2,220	7	4,455	66	24	0	90
Motor Vehicle Passenger	1,015	1,504	0	2,519	39	27	0	66
Pedestrian	190	160	6	356	10	4	0	14
Bicyclist*	149	45	4	198	3	1	0	4
Motor Cycle Driver	103	5	0	108	2	0	0	2
Motor Cycle Passenger	2	9	0	11	0	0	0	0
Motorcyclist (not spec.)	0	0	0	0	0	0	0	0
Motor Vehicle Occupant (not spec.)	89	132	15	236	2	2	0	4
Other Occupants	21	15	0	36	2	0	0	2
Snowmobiler*	51	7	0	58	3	0	0	3
Hanging / Riding On Vehicle	4	2	0	6	0	0	0	0
ATV Operator*	10	2	0	12	1	0	0	1
Total	**3,882**	**4,101**	**32**	**7,995**	**128**	**58**	**0**	**186**

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in collision with a motor vehicle on the roadway.

Vehicle Occupants by Injury Class and Safety Restraints Used

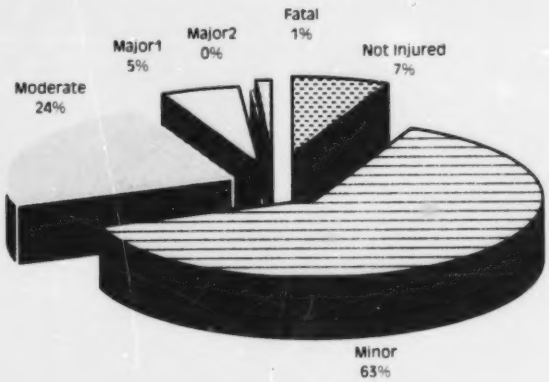
Figure 7.6

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/airbag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or improperly used	Not Stated	Total	%
Not Injured	375	18	8	11	1	4	53	4,138	4,608	38.5
Minor	3,459	257	4	23	10	4	344	619	4,720	39.4
Moderate	1,269	135	0	4	0	2	287	208	1,905	15.9
Major 1	287	35	0	1	0	1	137	70	531	4.4
Major 2	14	1	0	0	0	0	35	4	54	0.5
Fatal	66	4	1	0	0	0	82	7	160	1.3
Total	**5,470**	**450**	**13**	**39**	**11**	**11**	**938**	**5,046**	**11,978**	**100.0**

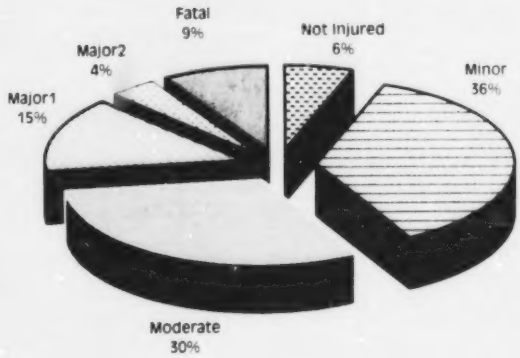
Severity of Injury by Safety Restraint Use

Figure 7.7

Safety Restraints Used

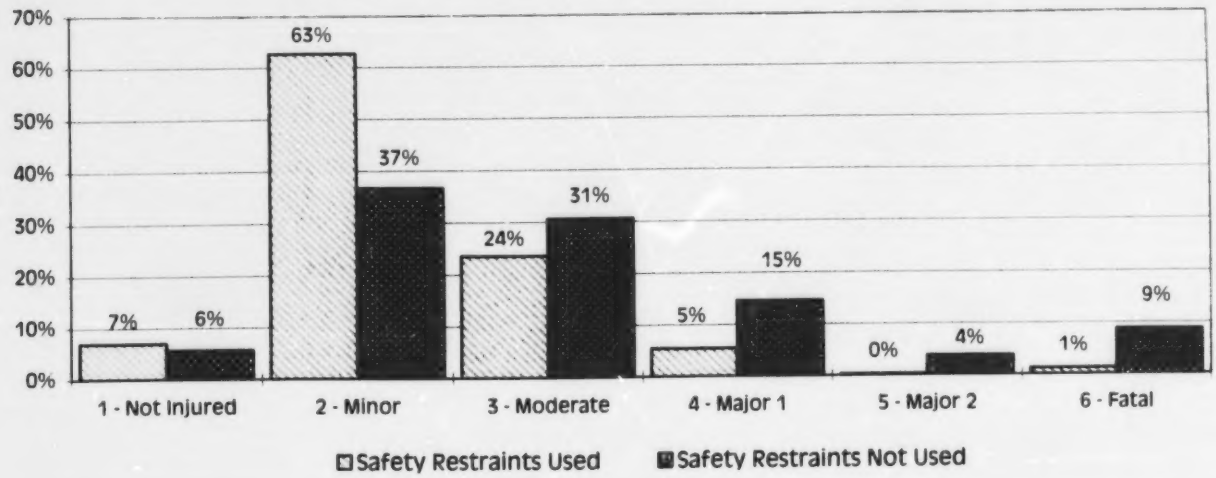


Safety Restraints Not Used



Note:
The totals used to calculate the percentage in figure 7.7 do not include occupants where seat belt use was coded as "not stated".

Severity of Injury by Safety Equipment Used



Vehicle Occupants by Injury Class & Age Group

Figure 7.8

Restraints Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	13	39	16	28	159	129	13	10	10	**417**
Minor	84	57	122	138	1,373	1,721	89	73	100	**3,757**
Moderate	32	12	28	54	478	676	37	30	63	**1,410**
Major 1	3	2	8	9	84	174	11	14	19	**324**
Major 2	0	0	0	1	3	10	0	1	0	**15**
Fatal	1	1	0	4	22	24	2	7	10	**71**
Total	**133**	**111**	**174**	**234**	**2,119**	**2,734**	**152**	**135**	**202**	**5,994**

Restraints Not Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	0	3	1	9	29	10	1	0	0	**53**
Minor	9	8	13	25	197	85	4	1	2	**344**
Moderate	7	5	8	19	138	100	4	2	4	**287**
Major 1	5	1	2	11	65	48	1	0	4	**137**
Major 2	0	0	1	3	15	14	0	1	1	**35**
Fatal	2	0	2	2	21	49	0	1	5	**82**
Total	**23**	**17**	**27**	**69**	**465**	**306**	**10**	**5**	**16**	**938**

Restraint Use Not Stated

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	187	2	2	18	1,451	2,154	98	105	121	**4,138**
Minor	135	14	6	27	176	238	7	4	12	**619**
Moderate	23	4	4	12	75	77	4	2	7	**208**
Major 1	7	0	2	4	25	25	2	3	2	**70**
Major 2	0	0	0	0	2	2	0	0	0	**4**
Fatal	0	1	0	0	1	4	0	0	1	**7**
Total	**352**	**21**	**14**	**61**	**1,730**	**2,500**	**111**	**114**	**143**	**5,046**

Injury Classification

Figure 7.9

1 Not Injured	no visible signs or any complaint of injury.
2 Minor	minor complaint of injury by victim but no apparent incapacitation.
3 Moderate	an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision.
4 Major 1	an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.
5 Major 2	an injury from which the victim enters into unconsciousness at or when taken from the collision scene.
6 Fatal	death within 30 days - as a result of injuries incurred in the traffic collision.

Vehicle Occupants

Vehicle Occupant	A driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome.

Fatal Collisions

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8.2	1999 Listing of Fatal Collisions	55

Fatal Collisions

This section has been added to provide a more detailed look at fatal collisions that occurred in 1999.

Figure 8.1 provides a breakdown of the fatalities by road-user-class, day-of-week, time-of-day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 147 fatal collisions that occurred during 1999.

1999 FATAL SUMMARY

Figure 8.1

SUMMARY: *For the year ending December 31,1999, there were 186 traffic fatalities in Saskatchewan. These 186 fatalities consisted of 160 vehicle occupants, 14 pedestrians, four bicyclists, two motorcyclists, four snowmobile/ATV operators, and two occupants of a farm vehicles. Alcohol was involved in 85 of the 186 traffic fatalities.*

1. **Pedestrian Summary:**
   - *14 pedestrian fatalities*
   - *6 on Provincial Highways*
   - *5 on Urban Streets*
   - *3 on First Nations roads*
   - *7 fatalities involved alcohol. Four of the collisions involved a driver who had been drinking and five where the pedestrian had been drinking. In two cases, both the driver and pedestrian had been drinking.*
   - *1/2 of the cases listed the pedestrian action as a contributing factor.*

2. **Motorcyclist Summary:**
   - *In 1999, there were two motorcycle fatalities. Both were single vehicle collisions where the motorcycle left the road and hit a signpost. Alcohol was not a factor in either of these cases.*

3. **Snowmobile/ATV Operator Summary:**
   - *In 1999, three snowmobilists died in collisions and one ATV operator. All three of the snowmobile deaths involved alcohol.*

4. **Vehicle Occupant Summary:**
   - *In 1999, there were 160 vehicle occupant fatalities. Seventy-one occupants were wearing seat belts and 82 were not. Seat belt usage for the remaining seven was not known.*

     Seat Belt Used: - 71 deaths
     - 19 of the deaths involved alcohol.
     - 9 occupants were ejected or partly ejected.
     - Type of vehicle the occupant was in:
       - 47 Passenger Cars
       - 12 Pick-up Trucks
       - 12 Panel Van or Mini Vans

   - **Seat Belt Not Worn: - 82 deaths**
     - 42 of the deaths involved alcohol.
     - 36 occupants were ejected or partly ejected.
     - Type of vehicle the occupant was in:
       - 39 Passenger Cars
       - 30 Pick-up Trucks
       - 9 Panel Vans or Mini Vans
       - 1 Trucks over 4,500 kg
       - 3 Power Units

- **Seat Belt Use Not Known or Not Stated: - 7 deaths**
  - 3 occupants were ejected or partly ejected.
  - 1 case involved alcohol.
  - Type of vehicle the occupant was in:
    - 5 Passenger Cars
    - 2 Semi Power Units

5. Farm Vehicle Occupant Summary:

- *In 1999, there were two fatalities involving farm vehicle occupants. In the first, a young passenger accidentally fell out of a tractor and was run over. The second was an impaired driver that entered the ditch with his tractor and overturned in a slough.*

6. 1999 Traffic Deaths by Day of Week:

- Sunday 46
- Monday 16
- Tuesday 21
- Wednesday 16
- Thursday 18
- Friday 38
- Saturday 31

7. 1999 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 1 a.m.	10	Noon to 1 p.m.	4
1 a.m. to 2 a.m.	12	1 p.m. to 2 p.m.	10
2 a.m. to 3 a.m.	9	2 p.m. to 3 p.m.	8
3 a.m. to 4 a.m.	3	3 p.m. to 4 p.m.	14
4 a.m. to 5 a.m.	2	4 p.m. to 5 p.m.	16
5 a.m. to 6 a.m.	4	5 p.m. to 6 p.m.	9
6 a.m. to 7 a.m.	3	6 p.m. to 7 p.m.	11
7 a.m. to 8 a.m.	5	7 p.m. to 8 p.m.	6
8 a.m. to 9 a.m.	6	8 p.m. to 9 p.m.	5
9 a.m. to 10 a.m.	18	9 p.m. to 10 p.m.	5
10 a.m. to 11 a.m.	8	10 p.m. to 11 p.m.	8
11 a.m. to Noon	2	11 p.m. to Midnight	8

8. 1999 Traffic Deaths by Type of Roadway:

- Provincial Highways 106
- Rural Roads 39
- Urban Streets 28
- Other Roads 13

1999 Listing of Fatal Collisions

Figure 8.2

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
1	Rural/Urban Hwy	1	1	No		No	The driver of car made a left hand turn into the path of another car.
2	Rural/Urban Hwy	1	2	Yes	(#2) 0.19	No	The impaired driver of pick-up #2 struck parked pick-up #1.
3	Rural/Urban Hwy	1	0	No		Yes	The driver of a car spun into the on-coming path of another car.
4	Grid Road	1	0	No		No	A four year old child fell out of a tractor cab and was run over after the door accidentally opened.
5	Street	2	0	No		Unknown	The driver of a car lost control and collided head on with another car.
6	Street	1	0	Yes	0.18	No	The impaired driver of a van struck the centre barricade.
7	Rural/Urban Hwy	2	1	No		Yes	The driver of a van lost control and was struck by one semi-trailer unit and then another.
	January Summary: Nine people were killed in 7 different collisions. Two involved alcohol.						
8	Rural/Urban Hwy	1	1	No		Unknown	The driver of a semi-trailer unit appears to have fallen asleep and struck a bridge. A second semi-trailer unit avoided collision and drove into ditch.
9	Rural/Urban Hwy	1	0	Yes	0.16	No	The impaired driver of a pick-up swerved into opposite lane slightly and then went into right ditch striking a tree.
10	Rural/Urban Hwy	2	2	No		No	The driver of a car crossed the centre line and struck a van head on.
11	Street	1	0	Yes	0.06	Yes	The driver of a car was struck by a train while attempting to race it to a railroad crossing. The driver had been drinking.
12	Indian Reserve	1	0	Yes	---	N/A	A Pedestrian ran into the path of a car. The driver had been drinking.
13	Street	1	1	Yes	0.38	No Helmet	The impaired operator of a snowmobile lost control and struck a tree.
14	Street	1	1	Yes	Ped. (0.11)	N/A	The impaired driver of a car was speeding and fatally struck a pedestrian who was also impaired.
15	Street	2	4	Yes	---	Yes	The impaired driver of a car went through a red light and struck another car at a right angle.
16	Rural/Mun. Road	1	0	No		Yes	The driver of a pick-up ran off road, struck a bridge, and landed in the ditch.
17	Rural/Urban Hwy	1	1	No		Yes	The driver of a car crossed centre line and struck a pick-up head on.
	February Summary: Twelve people were killed in 10 different collisions. Six involved alcohol.						
18	Rural/Urban Hwy	1	3	No		Yes	The driver of a car lost control and collided with the on-coming pick-up; snow drifts on road.
19	Indian Reserve	1	0	Yes	0.25	No Helmet	The impaired operator of a snowmobile lost control and struck a telephone pole.
20	Rural/Urban Hwy	1	3	No		Yes	The driver of a pick-up rear ended a car that was stopped on the highway.

1999 Listing of Fatal Collisions

Figure 8.2

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
21	Rural/Urban Hwy	3	1	No		Yes	The driver of a car slid sideways on ice into opposite lane and struck a heavy truck.
22	Rural/Urban Hwy	1	1	No		Yes	The driver of a pick-up was distracted and crossed the centreline then collided head on with a car.
23	Street	1	0	Yes	0.12	No Helmet	The impaired operator of a snowmobile attempted to make a right angle curve and went 25 metres into the bush.
24	Street	1	1	No		No	The driver of pick-up went through a stop sign and struck a tree.
25	Rural/Urban Hwy	1	2	No		Yes	The driver of a car lost control and crossed centre line then collided head on with another car.
26	Rural/Urban Hwy	1	1	No		Yes	The driver of a van lost control on icy roads and crossed centreline and collided head on with a semi-trailer unit.
27	Street	1	0	No		N/A	The driver of a car struck a pedestrian crossing the street.
28	Rural/Urban Hwy	1	3	Yes	—	No	The impaired driver of a pick-up was travelling the wrong way on a divided hwy and collided head on with a semi-trailer unit.
29	Rural/Urban Hwy	1	1	No		Yes	The driver of a pick-up crossed the centreline and collided head on with a semi-trailer unit.
30	Grid Road	1	0	Yes	—	No	The impaired driver of a van lost control and rolled in right ditch. The passenger was ejected from the vehicle and received fatal injuries.
31	Rural/Urban Hwy	1	5	No		Yes	The driver of a van left roadway, over-corrected and rolled across highway.
	March Summary: Sixteen people were killed in 14 different collisions. Four involved alcohol.						
32	Grid Road	1	1	Yes	—	No	The impaired driver of a pick-up lost control, entered ditch, and rolled. The deceased was ejected from the vehicle.
33	Rural/Urban Hwy	1	0	Yes	0.33	No	The impaired driver of a pick-up ran off road and rolled. The lone occupant was ejected.
34	Grid Road	4	0	No		No	The driver of a semi-trailer unit went through a yield sign and was struck by a pick-up.
35	Rural/Urban Hwy	2	0	No		No	The driver of a semi-trailer unit left roadway and overturned, crushing the cab.
36	Rural/Urban Hwy	1	2	No		Yes	The driver of a van was going too fast for road conditions and struck a pick-up head on.
37	Grid Road	2	1	Yes	#2 (0.24)	Yes/No	The impaired driver of car #2 lost control and collided head on with car #1.
38	Street	1	2	No		Yes	The driver of a car lost control, over-corrected and rolled.
39	Grid Road	1	0	Yes	0.09	Yes	The impaired driver of a car drifted into the ditch and struck a bridge. The car flipped and landed in a creek.
40	Rural/Urban Hwy	1	0	No		Helmet Worn	The driver of a motorcycle lost control and left pavement. Motorcycle flipped and threw driver.
41	Rural/Urban Hwy	1	1	No		Yes	The driver of a car fell asleep, entered ditch and rolled several times.

1999 Listing of Fatal Collisions

Figure 8.2

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
42	Rural/Urban Hwy	1	2	No		Yes	The driver of a car struck a moose.
43	Rural/Mun. Road	1	0	Yes	0.19	Yes	The impaired driver of a pick-up lost control and rolled into ditch.
44	Rural/Urban Hwy	1	0	Yes	0.31	No	The impaired driver of a pick-up lost control, entered ditch and struck two approaches.
45	Grid Road	1	0	No		Yes	The driver of a car lost control and rolled.
46	Rural/Urban Hwy	1	2	Yes	P/U (0.19) Car (0.07)	Yes	The impaired driver of a pick-up was driving near centre of the road and collided head on with the driver of a car who had been drinking.
47	Rural/Mun. Road	1	0	Yes	0.2	No	The impaired driver of a pick-up entered the ditch and rolled several times. The deceased was ejected from the vehicle.
48	Rural/Mun. Road	1	2	Yes	Car (0.26)	No	The impaired driver of a car attempted to pass a semi-trailer unit and collided head on with a pick-up.
49	Rural/Mun. Road	1	0	Yes	0.24	No	The impaired driver of a pick-up lost control and rolled. The deceased was ejected from the vehicle.
50	Rural/Urban Hwy	1	0	No		No	The driver of a semi-trailer unit was making a right turn and was struck from behind by a pick-up.

April Summary: Twenty-four people were killed in 19 different collisions. Ten involved alcohol.

51	Grid Road	2	0	Yes	—	No	The impaired driver of a pick-up lost control, entered the ditch and rolled. Of the two people killed, one was ejected and one was partially ejected.
52	Rural/Urban Hwy	1	1	No		No	The driver of car #1 crossed the centre-line colliding with car #2. The deceased was the driver of car #2 and was ejected from the vehicle.
53	Rural/Mun. Road	1	1	Yes	—	Yes	The driver of a car entered centre meridian while travelling on a curve and rolled. The driver had been drinking.
54	Rural/Urban Hwy	1	0	Yes	0.25	Yes	The impaired driver of a pick-up lost control and rolled.
55	Rural/Urban Hwy	1	1	No		No	The driver of a pick-up lost control and rolled into ditch.
56	Rural/Urban Hwy	1	0	No		N/A	The driver of a semi-trailer unit struck an RCMP officer while officer was doing a vehicle stop.
57	Rural/Urban Hwy	2	1	Yes	Car (0.22)	No	The impaired driver of a car swerved into opposing traffic and collided head on with a pick-up.
58	Lane/Back Alley	1	0	No		N/A	A pedestrian ran into path of a van. The driver of the van was 12 years old and did not have a valid licence.
59	Rural/Urban Hwy	2	0	Yes	0.24	No	The impaired driver of a car lost control, entered ditch and rolled. Both occupants were ejected and killed.
60	Street	1	4	No		No	The driver of a pick-up was speeding, lost control and entered the ditch and struck some trees.

1999 Listing of Fatal Collisions

Figure 8.2

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
61	Street	1	0	No		No Helmet	A seven year old bicyclist rode out in front of a pick-up.
62	Rural/Urban Hwy	2	2	Yes	Car (0.04)	Yes/No	The driver of a car went through a stop sign and collided with a van. The driver of the car had been drinking.
63	Rural/Urban Hwy	1	0	Yes	0.24	No	The impaired driver of a car lost control due to tire blow-out then entered ditch and rolled.
64	Indian Reserve	5	3	Yes	Car (0.22)	Yes/No	The impaired driver of a car crossed centreline and collided head on with a pick-up.
65	Rural/Urban Hwy	1	3	No		Yes	The driver of a pick-up lost control and skidded into oncoming path of another pick-up.
66	Rural/Urban Hwy	1	0	Yes	Ped. (0.14)	N/A	An impaired pedestrian ran into the path of a semi-trailer unit.
67	Rural/Urban Hwy	1	0	Yes	Ped. (0.25)	N/A	An impaired pedestrian stumbled into path of a car.
	May Summary: Twenty-five people were killed in 17 different collisions. Ten involved alcohol.						
68	Rural/Urban Hwy	1	3	Yes	0.13	No	The impaired driver of a pick-up lost control of vehicle, over-corrected and entered ditch and rolled. The deceased was ejected from the vehicle.
69	Provincial Road	1	0	Yes	0.14	No	The impaired driver of a car lost control, entered the ditch and drove off a bank into a river.
70	Street	1	0	No		No Helmet	A nine year old bicyclist rode out into the path of a pick-up.
71	Street	1	2	No		No	The driver of a pick-up collided with the third locomotive of a train due to exceeding speed limit, poor visibility and obstructed view of railroad crossing. The deceased was ejected from the vehicle.
72	Street	1	0	Yes	Car (0.07) Ped. (0.41)	N/A	An impaired pedestrian ran into the roadway and was struck by the a car. The driver of the car had also been drinking.
73	Rural/Urban Hwy	1	2	No		N/A	The driver of a van stopped for a pedestrian and both van and pedestrian were struck by a school bus. The pedestrian was killed in the crash.
74	Rural/Urban Hwy	1	0	Yes	0.11	No	The impaired driver of a pick-up lost control on a curve then struck a light standard and a power pole.
75	Design. Grid Road	1	1	Yes	0.2	No	The impaired driver of a car lost control, entered ditch and rolled. The deceased was ejected from the vehicle.
76	Rural/Urban Hwy	2	3	No		Yes/No	The driver of a car went through a stop and collided with a pick-up. The deceased was an occupant of the pick-up and was ejected from the vehicle.
77	Rural/Urban Hwy	1	4	No		Yes	The driver of a van crossed the centreline into the path of a car.

1999 Listing of Fatal Collisions

Figure 8.2

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
78	Rural/Urban Hwy	2	0	No		Yes	The driver of a van crossed the centreline into the path of a car. The van caught fire and burned.
79	Rural/Urban Hwy	2	1	No		No/N/A	The driver of a semi-trailer unit failed to take evasive action and struck a maintenance vehicle and a pedestrian on the roadway.
	June Summary: Fifteen people were killed in 12 different collisions. Five involved alcohol.						
80	Rural/Urban Hwy	1	3	No		Yes	The driver of a car went through a stop sign and collided with a van.
81	Rural/Urban Hwy	2	5	Yes	#1 (0.11)	Yes	The impaired driver of a car crossed centreline and collided head on with another car.
82	Rural/Urban Hwy	1	10	No		Yes	The driver of a car went through a stop sign and collided with another car.
83	Rural/Urban Hwy	1	3	Yes	P/U (0.19)	No	The impaired driver of a pick-up side swiped a car and entered the ditch. The driver of the car had also been drinking. The deceased was a passenger in the car and was ejected from the vehicle.
84	Rural/Urban Hwy	1	0	Yes	0.13	Unknown	The impaired driver of a van was speeding, entered the ditch, became airborne and struck an embankment.
85	Rural/Mun. Road	1	0	Yes	0.28	No	The impaired driver of a farm tractor entered the ditch and rolled into a slough.
86	Rural/Mun. Road	1	2	Yes	—	No	The impaired driver of a pick-up lost control of the vehicle and rolled down a steep ditch. The deceased was partially ejected from the vehicle.
87	Rural/Urban Hwy	1	0	Yes	—	No	The impaired driver of an automobile swerved into opposing lane and collided with another automobile.
88	Indian Reserve	1	0	Yes	0.3	No	The impaired driver of an automobile lost control, entered ditch and rolled. The driver was ejected from the vehicle and fatally injured.
	July Summary: Ten people were killed in 9 different collisions. Seven involved alcohol.						
89	Rural/Mun. Road	1	0	No		N/A	The driver of some construction equipment reversed into the operator of an ATV.
90	Rural/Mun. Road	1	2	No		Yes	The driver of an automobile failed to yield and collided with a pick-up.
91	Rural/Urban Hwy	1	1	Yes	0.22	No	The impaired driver of a pick-up lost control, entered ditch and rolled. The deceased was a passenger ejected from the vehicle.
92	Indian Reserve	1	1	Yes	Ped.. #1 (0.20)	N/A	The driver of an automobile struck two impaired pedestrians walking along roadway.
93	Rural/Urban Hwy	1	3	No		No	The driver of an automobile lost control, over-corrected and rolled several times. The deceased was ejected from the vehicle.

1999 Listing of Fatal Collisions

Figure 8.2

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
94	Rural/Mun. Road	1	0	No		Yes	The driver of a pick-up collided head on with a semi-trailer unit as a result of reduced visibility in blowing dust. The driver of the pick-up was ejected from the vehicle and fatally injured.
95	Street	1	1	Yes	0.15	No	The impaired driver of an automobile was speeding, lost control and struck railway tracks and rolled.
96	Rural/Urban Hwy	1	0	No		No Helmet	A nine year old bicyclist was distracted and crossed centre-line into the path of an oncoming van.
97	Design. Grid Road	1	2	Yes	0.28	No	The impaired driver of an automobile was speeding, lost control and rolled. The deceased was ejected from the vehicle.
98	Rural/Mun. Road	1	2	Yes	Car (0.06)	No	The driver of an car did not yield right of way and collided with a sport utility vehicle. The driver of the car had been drinking.
99	Rural/Urban Hwy	1	4	No		Yes	The driver of a car failed to stop at stop sign and collided with another car.

August Summary: Eleven people were killed in 11 different collisions. Five involved alcohol.

100	Rural/Urban Hwy	1	4	No		Unknown	The driver of a semi-trailer unit failed to yield right of way and collided with a car.
101	Rural/Urban Hwy	1	0	No		N/A	A pedestrian picking bottles ran onto the highway and was struck by a pick-up.
102	Rural/Urban Hwy	1	6	No		Yes	A van and car collided at a right angle at an intersection as a result of a vandalized stop sign.
103	Provincial Road	1	1	Yes	—	No	The impaired driver of a car lost control, entered ditch, struck a culvert and rolled. Driver was thrown from vehicle.
104	Rural/Urban Hwy	2	0	Yes	0.07	Yes	The driver of a pick-up lost control, entered both north and south ditches then rolled. The driver had been drinking.
105	Rural/Mun. Road	1	3	Yes	0.23	No	The impaired driver of a pick-up lost control and entered left ditch.
106	Rural/Urban Hwy	1	1	No		No	The driver of a jeep fell asleep, lost control, entered the ditch and rolled. The deceased was ejected from the vehicle.
107	Rural/Urban Hwy	4	2	No		Yes/No	The driver of a car drove through a stop sign and collided with another car.
108	Design. Grid Road	1	2	No		Yes	The driver of a truck drove through a yield sign and collided with a car.
109	Rural/Urban Hwy	1	1	No		Yes	The inattentive driver of a pick-up struck a car from behind fatally injuring its driver.
110	Rural/Urban Hwy	1	0	No		Helmet Worn	The driver of a motorcycle lost control, entered the right ditch and struck a sign post.
111	Design. Grid Road	1	5	No		No	The driver of a pick-up drove through a yield sign and collided with a van.
112	Rural/Urban Hwy	1	2	No		No	The driver of a van went through a yield sign and collided with a car.

September Summary: Seventeen people were killed in 13 different collisions. Three involved alcohol.

1999 Listing of Fatal Collisions

Figure 8.2

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
113	Rural/Urban Hwy	2	1	Yes	Van #1 (0.33) Car (0.04)	Yes	The impaired driver of van #1 crossed the centreline and collided with van #2. After impact, a car struck van #1 head on. The driver of the car had been drinking.
114	Street	1	1	Yes	P/U (0.20)	No	The impaired driver of a pick-up rear-ended a parked truck.
115	Street	1	0	No		No Helmet	A bicyclist failed to yield the right of way and was struck by a pick-up.
116	Rural/Urban Hwy	1	1	Yes	Car #2 (0.07)	Yes	The driver of car #2 (had been drinking) crossed the centre line into the path of another car.
117	Rural/Mun. Road	6	0	Yes	Car (0.04)	Yes/No	The driver of a pick-up went through a yield sign and struck a car. The driver of the car had been drinking. 3 of the deceased were ejected from the vehicles.
118	Indian Reserve	1	0	Yes	Ped. (0.35)	N/A	An impaired pedestrian jumped and rolled in front of a car.
119	Rural/Urban Hwy	1	1	No		No	The driver of a car was driving too fast for road conditions. As a result, the car lost control then entered ditch and rolled. The deceased was ejected from the vehicle.
120	Rural/Urban Hwy	3	1	Yes	Car (0.35)	Yes/No	The impaired driver of a car crossed the centre-line and struck a van head on.
121	Provincial Road	1	2	No		No	The driver of a car lost control, entered the ditch and rolled. The deceased was ejected from the vehicle.
122	Rural/Urban Hwy	1	0	No		No	The driver of a car failed to yield the right of way and was struck by a pick-up. The deceased was ejected from the vehicle.
123	Street	2	2	No		Yes	The driver of a car failed to yield the right of way while turning left and collided with a van then a truck.
124	Rural/Urban Hwy	1	3	No		Yes	The driver of a pick-up lost control due to icy road conditions, crossed the centre-line and collided head on with a van.
125	Rural/Urban Hwy	1	4	No		Yes	The driver of a pick-up lost control due to icy road conditions, crossed the centre-line and collided head on with a van. A passenger in the van was fatally injured.

October Summary: Twenty-two people were killed in 13 different collisions. Six involved alcohol.

126	Rural/Urban Hwy	1	2	No		Yes	The driver of a car fell asleep, crossed the centre-line and collided head on with another car. A passenger in the pick-up was fatally injured.
127	Rural/Urban Hwy	1	0	No		Yes	The driver of a car entered the ditch and rolled several times.
128	Rural/Urban Hwy	1	1	No		No	The driver of a pick-up was driving too fast for road conditions, lost control, entered ditch and rolled. The deceased was ejected from the vehicle.

1999 Listing of Fatal Collisions

Figure 8.2

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
129	Design. Grid Road	1	3	No		No	The inexperienced driver of a pick-up lost control, entered ditch and rolled. An 11 year old passenger was ejected from the vehicle and fatally injured.
130	Rural/Urban Hwy	1	0	Yes	—	No	The impaired driver of a car lost control, entered ditch and rolled. The driver was ejected and fatally injured.
131	Design. Grid Road	3	1	Yes	0.01	No	The driver of a van lost control, entered the ditch and rolled. Seatbelts were not worn and as a result all occupants were ejected and 3 were fatally injured. The driver had been drinking.
132	Rural/Urban Hwy	1	1	Yes	0.07	Yes	The driver of a car lost control, entered the ditch and rolled into a creek. The driver had been drinking and was driving too fast for conditions.
133	Rural/Urban Hwy	1	0	No		N/A	A pedestrian was struck by a car while crossing the highway.
134	Rural/Urban Hwy	2	0	No		Yes	The driver of a pick-up lost control when driving too fast for conditions, entered the ditch and rolled into a dug-out.
135	Rural/Urban Hwy	1	0	No		Unknown	The driver of a semi-trailer unit lost control then entered ditch and rolled.
136	Street	2	0	No		Yes/U/K	The driver of a car failed to yield the right of way and was struck by a semi-trailer unit.
137	Rural/Urban Hwy	1	0	No		No	The driver of a car was making a left turn at an unsafe speed, lost control and rolled in ditch.
	November Summary: Sixteen people were killed in 12 different collisions. Three involved alcohol.						
138	Rural/Urban Hwy	1	1	No		No	The driver of a large truck dropped a wheel onto the shoulder, over-corrected and rolled
139	Rural/Mun. Road	1	0	Yes	0.22	No	The impaired driver of a car was distracted and failed to negotiate a curve. The vehicle entered the ditch and rolled several times.
140	Design. Grid Road	1	1	No		No	The driver of a pick-up failed to yield the right of way and collided with a car at an uncontrolled intersection.
141	Rural/Urban Hwy	1	3	No		No	The driver of a sport utility vehicle lost control due to icy road conditions and slid sideways into oncoming traffic colliding with a car. Two unrelated vehicles parked on side of road were struck from behind by a semi-trailer as a result of the collision.
142	Rural/Urban Hwy	1	4	No		Yes	The inattentive driver of a pick-up crossed into oncoming traffic and collided head on with a car.
143	Rural/Urban Hwy	1	0	No		No	An automobile ran into the left rear tire of a tractor that was going in the same direction. There were lights on the tractor, but none were being used at the time.
144	Rural/Urban Hwy	1	2	No		Yes	The driver of car #2 lost control on icy road surface, entered opposing traffic colliding head on with car #1.

1999 Listing of Fatal Collisions

Figure 8.2

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
145	Rural/Urban Hwy	1	0	No		No	The driver of a pick-up entered ditch, struck an approach then became airborne. The deceased was ejected from the vehicle.
146	Rural/Urban Hwy	1	0	No		No/Yes	The station wagon lost control on a slippery road and spun into the lane of pick-up. The driver of the station wagon was fatally injured.
147	Rural/Urban Hwy	1	1	Yes	P/U (0.18)	Yes	The impaired driver of a pick-up was driving the wrong way on a divided highway and collided head on with a car.

December Summary: Ten people were killed in 10 different collisions. Two involved alcohol.

Pedestrians

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Pedestrians

1999 Quick Facts on Pedestrian Collisions

- Fourteen pedestrians were killed and 51 seriously injured in 1999. This compares to 14 fatalities and 61 serious injuries in 1997, and 17 fatalities and 64 serious injuries in 1998.
- Alcohol was a factor in seven of the fatal collisions, four where the driver had been drinking, and five where the pedestrian was under the influence of alcohol (two cases involved situations where both parties had been drinking).
- 29% of the pedestrians injured or killed were under the age of 15.
- 90.4% of pedestrians were injured or killed in an urban area (refer to Figure 10.4 on page 87 for individual city breakdowns)
- Nearly 30% of the pedestrians were hit while trying to cross at an intersection, and 23% were hit after running into the roadway.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Friday was the worst day for pedestrian collisions and September was the worst month.

Pedestrians Injured or Killed by Age Group

Figure 9.1

	Age Group											
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Injured	24	82	45	29	37	40	22	14	27	36	356	96.2
Killed	0	2	1	2	2	2	3	0	2	0	14	3.8
Total	**24**	**84**	**46**	**31**	**39**	**42**	**25**	**14**	**29**	**36**	**370**	
%	6.5	22.7	12.4	8.4	10.5	11.4	6.8	3.8	7.8	9.7		**100.0**

Pedestrians Injured or Killed by Action and Age Group

Figure 9.2

	Age Group											
Action *	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
At Int Xing with ROW	0	17	4	4	8	8	9	6	12	4	72	19.5
At Int Xing without ROW	0	4	5	1	2	3	0	0	1	2	18	4.9
At Int, Xing, No Traffic Control	2	5	1	0	1	2	1	0	2	0	14	3.8
Xing Road between Int	0	4	8	3	4	4	3	1	6	2	35	9.5
Walking, Facing Traffic	0	2	3	1	1	0	0	0	0	0	7	1.9
Walking with Traffic	2	2	1	1	3	2	1	2	0	0	14	3.8
On Sidewalk or Median	2	2	0	4	3	3	0	0	3	0	17	4.6
Walking on Roadway	0	1	2	3	2	3	3	2	0	2	18	4.9
From Behind Vehicle	3	5	1	1	4	2	1	1	2	1	21	5.7
Running into Road	12	36	13	5	3	3	2	1	0	10	85	23.0
Getting on/off Other Vehicle	1	0	3	3	3	0	1	0	0	1	12	3.2
Working on Vehicle	0	0	0	2	2	4	1	0	1	1	11	3.0
Playing on Roadway	2	2	0	1	0	0	0	0	0	0	5	1.4
Working on Roadway	0	0	0	1	0	0	0	0	0	1	2	0.5
Lying on Roadway	0	1	0	0	0	0	0	0	0	1	2	0.5
Hitchhiking	0	0	0	0	0	0	0	0	0	0	0	0.0
Skateboarding	0	0	0	0	0	0	0	0	0	1	1	0.3
Wheelchair on Road	0	0	0	0	0	0	1	0	1	0	2	0.5
Not Stated	0	3	5	1	3	8	2	1	1	10	34	9.2
Total	**24**	**84**	**46**	**31**	**39**	**42**	**25**	**14**	**29**	**36**	**370**	**100.0**

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Figure 9.3

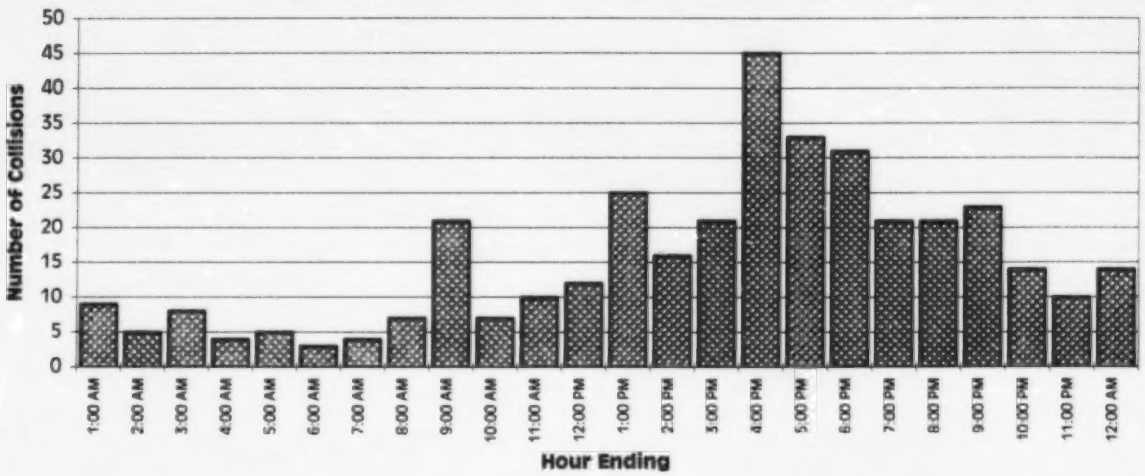
Road Authority	Injured	%	Killed	%	Total	%
Urban						
Street	313	84.6	4	1.1	317	85.7
Lane / Back Alley	6	1.6	1	0.3	7	1.9
Subtotal	**319**	**86.2**	**5**	**1.4**	**324**	**87.6**
Provincial Highways						
Rural / Urban Highways	15	4.1	6	1.6	21	5.7
Provincial Road 900 Series	2	0.5	0	0.0	2	0.5
Community Access / Other Highways	0	0.0	0	0.0	0	0.0
Subtotal	**17**	**4.6**	**6**	**1.6**	**23**	**6.2**
Rural Roads						
Designated Grid Road	3	0.8	0	0.0	3	0.8
Municipal Rural Road	2	0.5	0	0.0	2	0.5
Subtotal	**5**	**1.4**	**0**	**0.0**	**5**	**1.4**
Other						
Indian Reserve	15	4.1	3	0.8	18	4.9
Fed / Prov. Land	0	0.0	0	0.0	0	0.0
Unknown	0	0.0	0	0.0	0	0.0
Subtotal	**15**	**4.1**	**3**	**0.8**	**18**	**4.9**
Total	**356**	**96.2**	**14**	**3.8**	**370**	**100.0**

Pedestrian Collisions by Time of Day

Figure 9.4

Hour of Collision	Collisions	Hour of Collision	Collisions
12 to 1a.m.	9	1 to 2 p.m.	16
1 to 2 a.m.	5	2 to 3 p.m.	21
2 to 3 a.m.	8	3 to 4 p.m.	45
3 to 4 a.m.	4	4 to 5 p.m.	33
4 to 5 a.m.	5	5 to 6 p.m.	31
5 to 6 a.m.	3	6 to 7 p.m.	21
6 to 7 a.m.	4	7 to 8 p.m.	21
7 to 8 a.m.	7	8 to 9 p.m.	23
8 to 9 a.m.	21	9 to 10 p.m.	14
9 to 10 a.m.	7	10 to 11p.m.	10
10 to 11a.m.	10	11 to 12 p.m.	14
11 to 12 a.m.	12	Not Stated	1
12 to 1p.m.	25	**Total**	**370**

Pedestrian Collisions by Hour of Collision

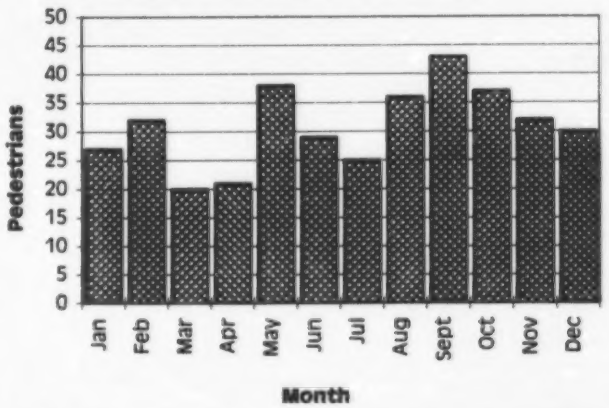


Pedestrian Collisions by Month of the Year

Figure 9.5

Month	Collisions
January	27
February	32
March	20
April	21
May	38
June	29
July	25
August	36
September	43
October	37
November	32
December	30
Total	**370**

Pedestrian Collisions By Month



Alcohol

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Alcohol

While the number of drinking and driving collisions in Saskatchewan has declined in the past 10 years, alcohol continues to be the number one contributing factor in fatal collisions. This is why Saskatchewan introduced initiatives in 1996 specifically targeted at reducing the incidence of drinking and driving, placing emphasis on education, enforcement and rehabilitation.

In 1999 changes were made to Canada's drinking and driving laws, focussing on longer driver's licence suspensions and larger fines for offenders. Criminal Code convictions for a .08 blood alcohol content (BAC), impaired driving or refusing a breath test result in harsher penalties.

Now, first, second and third time offenders face court-ordered licence suspensions of one to three years, two to five years, and three or more years, respectively. As a condition of reinstatement of driving privileges, drivers must serve their entire court-ordered suspension period. Because of the changes to the federal legislation, SGI can no longer provide restricted driving privileges.

In addition to serving the entire suspension period, drivers must attend an addiction screening and complete any prescribed treatment before their licence will be reinstated. Minimum fines have also been increased for such violations from $300 to $600, with no maximum fine.

In order to be consistent with federal legislation, SGI is looking at revisions to administrative procedures for dealing with drinking and driving offenders.

Other Measures Saskatchewan Plans To Introduce

Ignition Interlocks: To strengthen SGI's goal of discouraging drinking and driving, Saskatchewan is considering the introduction of ignition interlocks as a condition for licence reinstatement for chronic offenders. The use of ignition interlocks is strongly supported by the new federal legislation.

Zero BAC for New Drivers: To send a clear message regarding the elevated risk posed by new drivers at even low blood alcohol content (BAC) levels, SGI will examine the possibility of zero tolerance for alcohol use by new drivers. This is also intended to reinforce the fact that many new drivers (about 83 per cent) are below the legal drinking age.

Roadside Administrative Suspensions: This will entail a 90-day administrative suspension for drivers who are caught with BACs of over 0.08.

For more information about the Safe Driving Initiatives, contact SGI at 1-800-667-9868.

Number of Collisions and Victims Involving Alcohol by Year

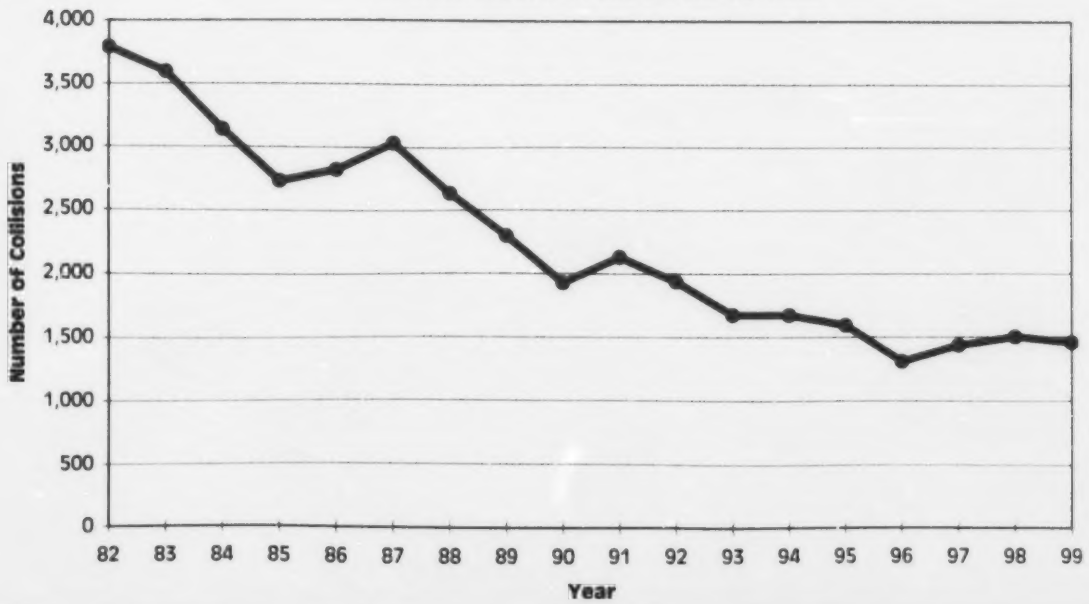
Figure 10.1

	Number of Collisions				Number of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
82	2,626	1,088	76	3,790	1,933	92	2,025
83	2,470	1,053	73	3,596	1,804	97	1,901
84	2,083	984	71	3,138	1,678	84	1,762
85	1,774	891	68	2,733	1,548	77	1,625
86	1,844	884	95	2,823	1,559	113	1,672
87	1,957	985	94	3,036	1,733	123	1,856
88	1,694	877	63	2,634	1,511	81	1,592
89	1,499	728	68	2,295	1,252	76	1,328
90	1,263	606	58	1,927	1,036	65	1,101
91	1,344	707	77	2,128	1,215	88	1,303
92	1,197	685	55	1,937	1,265	64	1,329
93	961	653	59	1,673	1,126	70	1,196
94	966	654	52	1,672	1,142	57	1,199
95	980	558	56	1,594	991	61	1,052
96	766	503	39	1,308	897	48	945
97	830	560	46	1,436	1,045	55	1,100
98	891	559	52	1,502	1,002	61	1,063
99	846	547	63	1,456	969	85	1,054

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1, 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Alcohol Involved Collisions by Year



Per cent of Collisions and Victims Involving Alcohol by Year

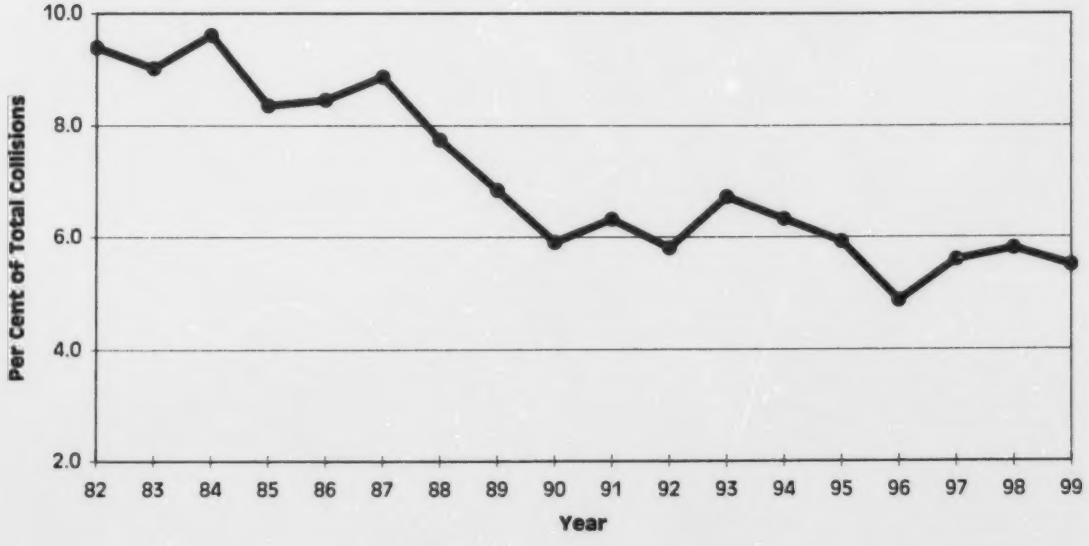
Figure 10.2

	Per cent of Collisions				Per cent of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
82	7.6	19.4	40.0	9.4	22.7	38.3	9.4
83	7.2	18.8	39.9	9.0	21.8	41.3	9.0
84	7.7	18.3	38.0	9.6	21.2	38.0	9.6
85	6.6	15.5	36.8	8.4	18.3	36.0	8.4
86	6.8	14.9	45.9	8.5	17.7	46.1	8.5
87	7.0	16.0	48.7	8.9	19.0	52.1	8.9
88	6.1	14.7	39.4	7.7	17.3	40.5	7.7
89	5.4	13.2	42.0	6.8	15.4	39.6	6.8
90	4.6	11.4	42.3	5.9	13.5	42.2	5.9
91	4.7	13.5	51.0	6.3	15.9	51.5	6.3
92	4.3	12.8	43.3	5.8	15.7	44.8	5.8
93	5.0	11.9	44.0	6.7	14.0	45.8	6.7
94	4.7	11.6	38.8	6.3	13.9	37.7	6.3
95	4.5	11.1	41.5	5.9	13.3	38.9	5.9
96	3.5	10.7	36.8	4.9	13.1	35.6	4.9
97	4.1	10.9	35.4	5.6	13.7	33.5	5.6
98	4.3	11.3	40.6	5.8	13.9	41.2	5.8
99	4.1	10.0	42.9	5.5	12.1	45.7	5.5

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1, 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol Involved Collisions by Year

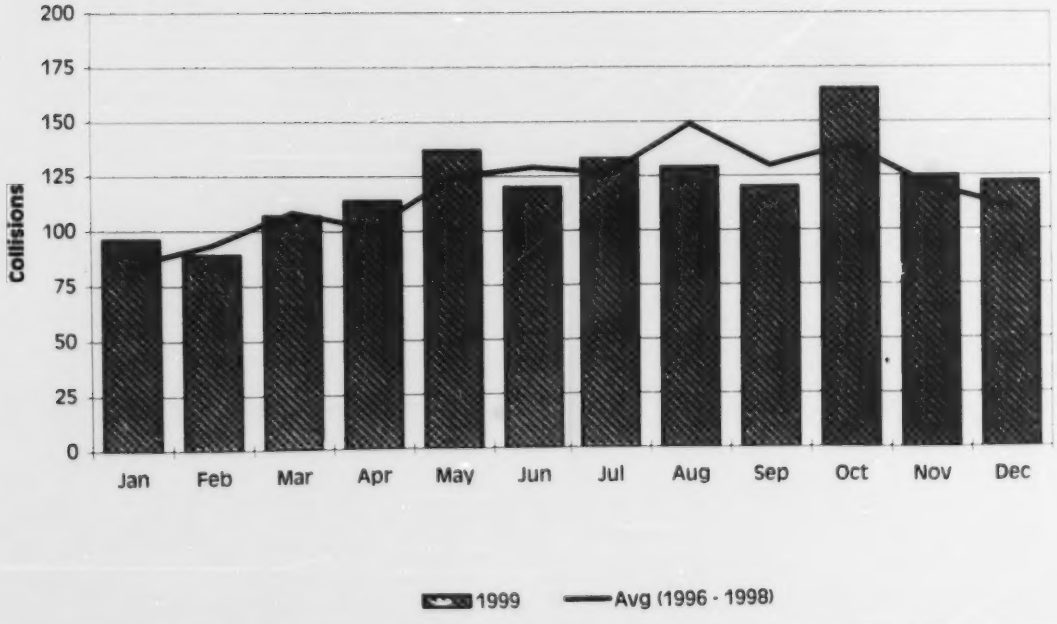


Alcohol-Involved Collisions by Month and Year

Figure 10.3

Month	1994	1995	1996	1997	1998	Average 1996 - 1998	1999	% * Change
January	87	95	74	69	110	84.3	**96**	13.8
February	76	101	95	100	85	93.3	**89**	-4.6
March	117	123	110	109	106	108.3	**107**	-1.2
April	142	136	101	95	108	101.3	**114**	12.5
May	149	125	103	125	146	124.7	**137**	9.9
June	160	161	139	122	126	129.0	**120**	-7.0
July	160	154	122	113	144	126.3	**133**	5.3
August	149	163	127	157	163	149.0	**129**	-13.4
September	174	146	106	142	141	129.7	**120**	-7.5
October	183	160	135	134	148	139.0	**165**	18.7
November	133	98	104	133	123	120.0	**124**	3.3
December	142	132	92	137	102	110.3	**122**	10.6
Totals	**1,672**	**1,594**	**1,308**	**1,436**	**1,502**	**1,415.3**	**1,456**	**2.9**

Alcohol-Involved Collisions by Month

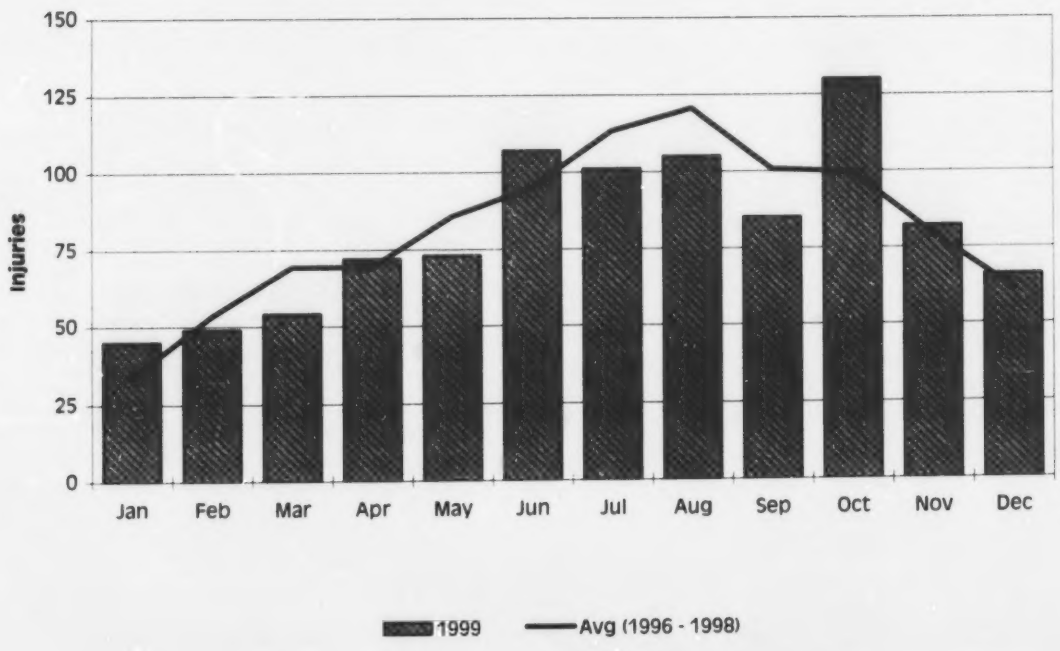


Injuries Due to Alcohol-Involved Collisions by Month and Year

Figure 10.4

Month	1994	1995	1996	1997	1998	Average 1996 - 1998	1999	% * Change
January	27	40	27	28	46	33.7	**45**	33.7
February	39	44	64	62	34	53.3	**49**	-8.1
March	67	69	74	64	70	69.3	**54**	-22.1
April	86	75	68	58	82	69.3	**72**	3.8
May	108	73	50	95	112	85.7	**73**	-14.8
June	120	121	101	102	82	95.0	**107**	12.6
July	132	129	115	97	128	113.3	**101**	-10.9
August	105	123	104	125	133	120.7	**105**	-13.0
September	164	111	81	112	109	100.7	**85**	-15.6
October	128	97	92	125	82	99.7	**130**	30.4
November	92	45	75	90	73	79.3	**82**	3.4
December	74	64	46	87	51	61.3	**66**	7.6
Totals	**1,142**	**991**	**897**	**1,045**	**1,002**	**981.3**	**969**	**-1.3**

Injuries Due to Alcohol-Involved Collisions by Month

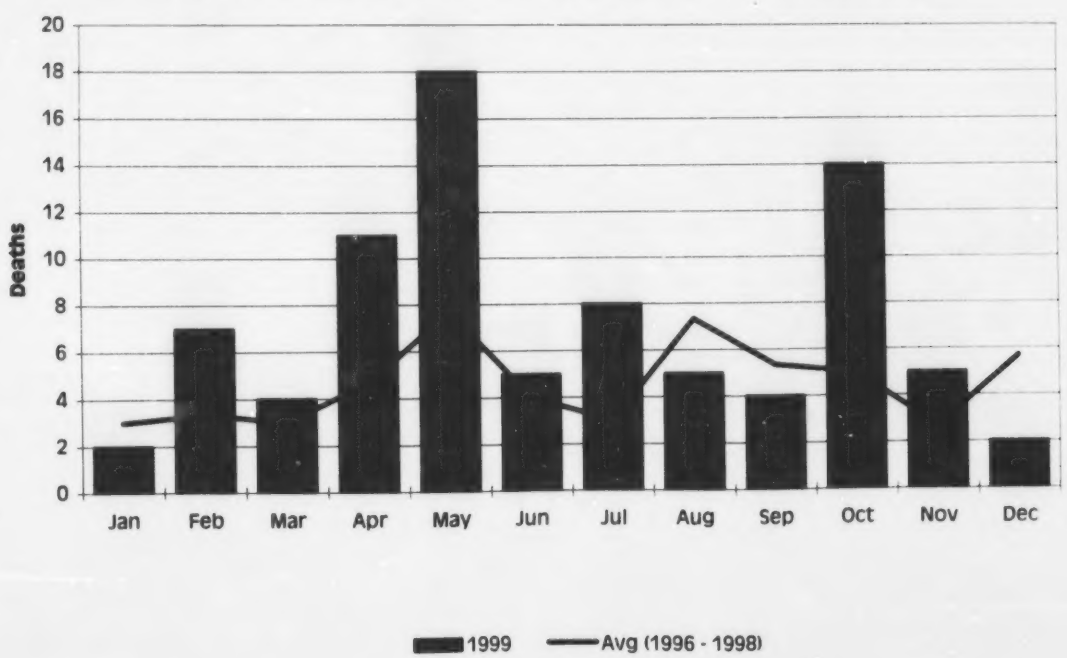


Deaths Due to Alcohol-Involved Collisions by Month and Year

Figure 10.5

Month	1994	1995	1996	1997	1998	Average 1996 - 1998	1999	% * Change
January	2	2	6	0	3	3.0	**2**	-33.3
February	2	2	2	3	5	3.3	**7**	110.0
March	2	5	4	3	2	3.0	**4**	33.3
April	5	2	2	3	9	4.7	**11**	135.7
May	3	6	2	11	10	7.7	**18**	134.8
June	2	12	5	6	1	4.0	**5**	25.0
July	15	8	3	1	5	3.0	**8**	166.7
August	12	8	10	3	9	7.3	**5**	-31.8
September	4	2	9	5	2	5.3	**4**	-25.0
October	5	6	3	5	7	5.0	**14**	180.0
November	4	2	0	4	4	2.7	**5**	87.5
December	1	6	2	11	4	5.7	**2**	-64.7
Totals	**57**	**61**	**48**	**55**	**61**	**54.7**	**85**	**55.5**

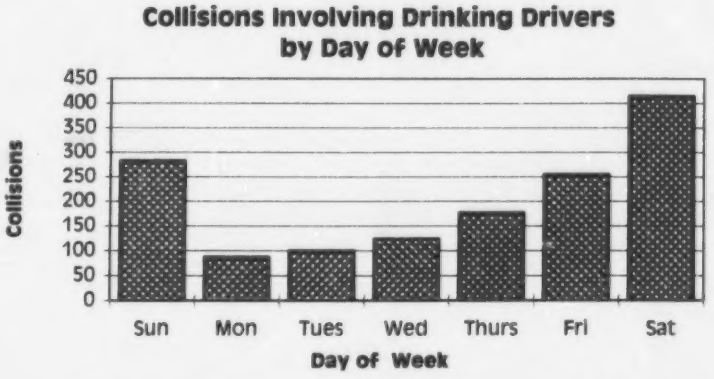
Deaths Due to Alcohol-Involved Collisions by Month



Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

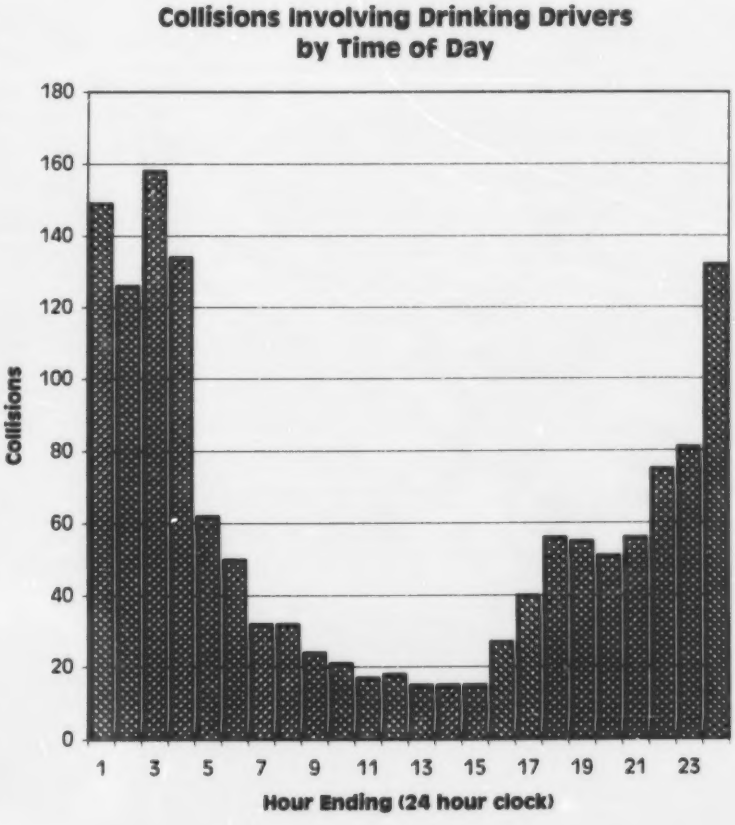
Day Of The Week	Collisions
Sunday	283
Monday	87
Tuesday	100
Wednesday	124
Thursday	177
Friday	255
Saturday	415
TOTAL	**1441**



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	
12 TO 1 AM	149
1 TO 2 AM	126
2 TO 3 AM	158
3 TO 4 AM	134
4 TO 5 AM	62
5 TO 6 AM	50
6 TO 7 AM	32
7 TO 8 AM	32
8 TO 9 AM	24
9 TO 10 AM	21
10 TO 11 AM	17
11 TO 12 Noon	18
12 TO 1 PM	15
1 TO 2 PM	15
2 TO 3 PM	15
3 TO 4 PM	27
4 TO 5 PM	40
5 TO 6 PM	56
6 TO 7 PM	55
7 TO 8 PM	51
8 TO 9 PM	56
9 TO 10 PM	75
10 TO 11 PM	81
11 TO 12 Midnight	132
TOTAL	**1441**



Alcohol Involved Drivers In Collisions by Year

Figure 10.8

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
82	2,626	1,088	76	3,790	1,933	92	2,025
83	2,470	1,053	73	3,596	1,804	97	1,901
84	2,083	984	71	3,138	1,678	84	1,762
85	1,774	891	68	2,733	1,548	77	1,625
86	1,844	884	95	2,823	1,559	113	1,672
87	1,957	985	94	3,036	1,733	123	1,856
88	1,694	877	63	2,634	1,511	81	1,592
89	1,499	728	68	2,295	1,252	76	1,328
90	1,263	606	58	1,927	1,036	65	1,101
91	1,344	689	71	2,104	1,196	82	1,278
92	1,197	671	52	1,920	1,251	61	1,312
93	961	638	53	1,652	1,111	64	1,175
94	966	641	46	1,653	1,128	51	1,179
95	980	548	54	1,582	980	59	1,039
96	766	496	35	1,297	890	44	934
97	830	553	43	1,426	1,038	52	1,090
98	891	554	47	1,492	995	56	1,051
99	846	535	60	1,441	957	82	1,039

Alcohol Involved Pedestrians In Collisions by Year

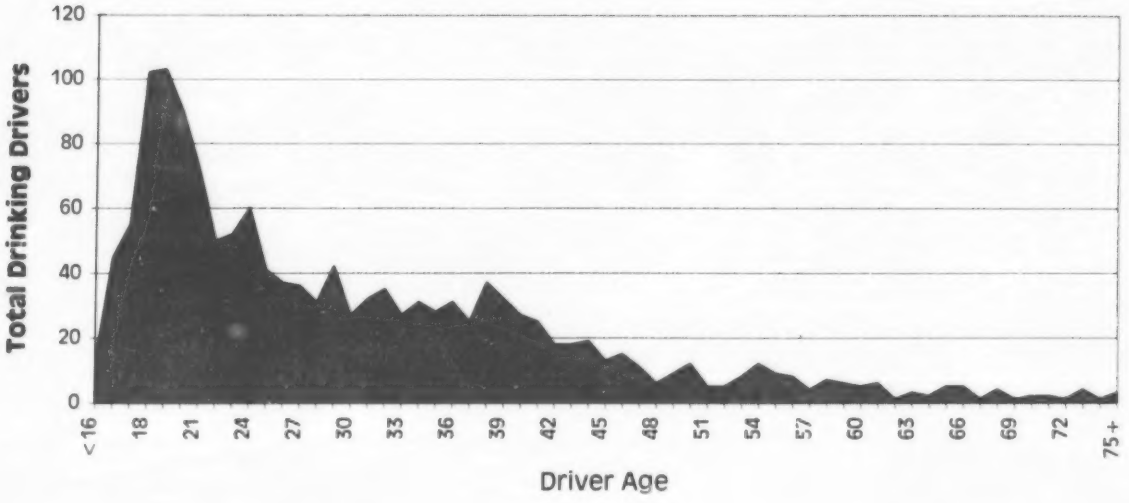
Figure 10.9

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
82	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0
91	0	18	6	24	19	6	25
92	0	14	3	17	14	3	17
93	0	15	6	21	15	6	21
94	0	13	6	19	14	6	20
95	0	10	2	12	11	2	13
96	0	7	4	11	7	4	11
97	0	7	3	10	7	3	10
98	0	5	5	10	7	5	12
99	0	12	3	15	12	3	15

Note: Pedestrian contributing factors were not recorded in traffic collisions prior to 1991.

1999 Drinking Drivers by Driver Age

Figure 10.10



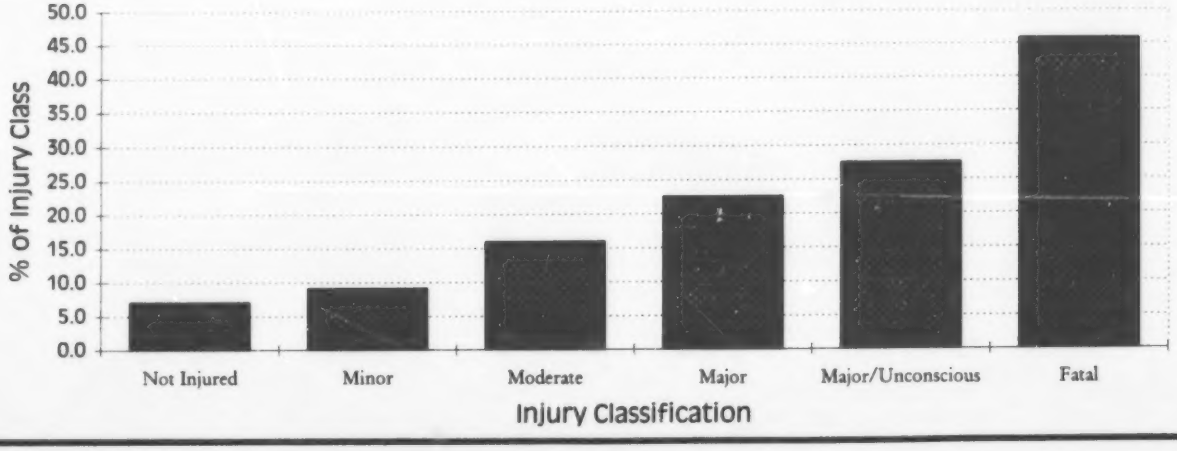
1999 Injury Classification by Alcohol Involvement

Figure 10.11

Injury Classification	Alcohol Involvement Yes	No	Totals	% with Alcohol
Not Injured	333	4,419	4,752	7.0
Minor	464	4,666	5,130	9.0
Moderate	342	1,814	2,156	15.9
Major	143	493	636	22.5
Major/Unconscious	20	53	73	27.4
Fatal	85	101	186	45.7
Total	**1,387**	**11,546**	**12,933**	**10.7**

Figure 10.12

1999 Injury Classification of Alcohol Involved Collisions



1999 Drinking Drivers by Gender and Severity of Collision

Figure 10.13

	Driver Gender				Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	7	5	0	12	9	2	1	12
16	35	10	0	45	26	16	3	45
17	41	14	0	55	33	18	4	55
18	91	11	0	102	54	44	4	102
19	91	11	1	103	65	37	1	103
20	79	11	0	90	55	33	2	90
21	63	9	0	72	39	31	2	72
22	44	6	0	50	29	19	2	50
23	43	8	1	52	33	18	1	52
24	52	8	0	60	31	28	1	60
25	33	8	0	41	27	14	0	41
26	29	8	0	37	22	14	1	37
27	29	6	1	36	25	10	1	36
28	27	4	0	31	16	14	1	31
29	34	7	1	42	21	16	5	42
30	19	8	0	27	11	13	3	27
31	23	9	0	32	11	20	1	32
32	25	9	1	35	20	11	4	35
33	22	4	1	27	18	8	1	27
34	24	7	0	31	19	10	2	31
35	20	8	0	28	14	13	1	28
36	24	7	0	31	18	13	0	31
37	21	4	0	25	17	7	1	25
38	28	7	2	37	24	11	2	37
39	20	12	0	32	14	18	0	32
40	22	5	0	27	18	8	1	27
41	22	3	0	25	15	9	1	25
42	15	3	0	18	10	7	1	18
43	15	3	0	18	10	8	0	18
44	15	4	0	19	14	4	1	19
45	8	5	0	13	7	5	1	13
46	13	2	0	15	11	3	1	15
47	8	3	0	11	7	4	0	11
48	5	1	0	6	4	1	1	6
49	6	3	0	9	4	4	1	9
50	10	2	0	12	7	4	1	12
51	5	0	0	5	2	2	1	5
52	4	1	0	5	2	3	0	5
53	7	1	0	8	7	1	0	8
54	9	3	0	12	4	7	1	12
55	7	2	0	9	4	4	1	9
56	8	0	0	8	5	3	0	8
57	4	0	0	4	2	0	2	4
58	6	1	0	7	4	2	1	7
59	6	0	0	6	5	1	0	6
60	5	0	0	5	2	3	0	5
61	5	1	0	6	2	4	0	6
62	1	0	0	1	1	0	0	1
63	3	0	0	3	1	2	0	3
64	2	0	0	2	1	1	0	2
65	5	0	0	5	2	1	2	5
66	4	1	0	5	4	1	0	5
67	1	0	0	1	0	1	0	1
68	4	0	0	4	3	1	0	4
69	1	0	0	1	1	0	0	1
70	1	1	0	2	2	0	0	2
71	2	0	0	2	2	0	0	2
72	1	0	0	1	1	0	0	1
73	3	1	0	4	3	0	1	4
74	1	0	0	1	1	0	0	1
75	0	0	0	0	0	0	0	0
76	0	0	0	0	0	0	0	0
77	2	0	0	2	1	1	0	2
78	0	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0	0
80	1	0	0	1	0	1	0	1
81	0	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS	7	1	37	45	31	13	1	45
Total	1,168	248	45	1,461	851	547	63	1,461

*PD Only = Property Damage Only Collision

Drinking Drivers in Collisions by Gender by Year

Figure 10.14

	1997				1998				1999			
Age	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	6	7	0	13	7	6	0	13	7	5	0	12
16	31	17	0	48	30	14	0	44	35	10	0	45
17	47	18	0	65	49	21	0	70	41	14	0	55
18	70	16	0	86	77	13	0	90	91	11	0	102
19	103	19	0	122	76	19	2	97	91	11	1	103
20	76	16	0	92	76	13	0	89	79	11	0	90
21	70	9	1	80	70	7	0	77	63	9	0	72
22	56	7	0	63	48	5	1	54	44	6	0	50
23	37	6	0	43	49	8	1	58	43	8	1	52
24	50	4	0	54	41	11	0	52	52	8	0	60
25 - 34	267	66	1	334	295	82	1	378	265	70	4	339
35 - 44	178	38	0	216	198	44	1	243	202	56	2	260
45 - 54	81	15	0	96	96	14	1	111	75	21	0	96
55 - 64	40	7	0	47	38	6	0	44	47	4	0	51
65 - 74	31	2	0	33	16	6	0	22	23	3	0	26
75 >	7	0	0	7	10	2	0	12	3	0	0	3
NS *	16	6	35	57	13	4	45	62	7	1	37	45
Total	1,166	253	37	1,456	1,189	275	52	1,516	1,168	248	45	1,461

Drinking Drivers in Collisions by Collision Severity by Year

Figure 10.15

	1997				1998				1999			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	7	6	0	13	5	8	0	13	9	2	1	12
16	29	18	1	48	26	18	0	44	26	16	3	45
17	42	22	1	65	46	22	2	70	33	18	4	55
18	46	39	1	86	53	35	2	90	54	44	4	102
19	69	50	3	122	57	37	3	97	65	37	1	103
20	58	31	3	92	55	30	4	89	55	33	2	90
21	41	37	2	80	45	30	2	77	39	31	2	72
22	37	25	1	63	35	17	2	54	29	19	2	50
23	25	18	0	43	39	19	0	58	33	18	1	52
24	30	22	2	54	27	22	3	52	31	28	1	60
25 - 34	191	135	8	334	217	153	8	378	190	130	19	339
35 - 44	114	93	9	216	143	89	11	243	154	98	8	260
45 - 54	60	28	8	96	55	50	6	111	55	34	7	96
55 - 64	27	20	0	47	28	12	4	44	27	20	4	51
65 - 74	22	10	1	33	17	5	0	22	19	4	3	26
75 >	4	2	1	7	10	2	0	12	1	2	0	3
NS *	39	16	2	57	44	15	3	62	31	13	1	45
Total	841	572	43	1,456	902	564	50	1,516	851	547	63	1,461

Traffic Collision Statistics

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Traffic Collision Statistics

Figure 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Figures 11.3 and 11.4 summarize collisions by community, and Figure 11.5 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

1999 Quick Facts:

- The collision rate for all provincial highways is 0.61 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
  - of 5,000 or more is 3.27
  - of 250 to 4,999 is 1.09
  - under 250 is 0.51
- The collision rates for all rural municipalities are 1.22 collisions per 100 people and 1.19 collisions per million vehicle kilometres.
- Regina and Saskatoon combined account for 36.4% of the province's population and 51.4% of the collisions.
- Regina recorded 6,033 collisions, 1,824 injuries and five deaths in 1999.
- Saskatoon recorded 7,570 collisions, 1,728 injuries and nine deaths in 1999.
- Alcohol was involved in 791 traffic collisions in Saskatchewan cities during 1999.

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions					Persons	
					Property damage	Personal injury	Fatal	Total	Acc/ MvKm	Injured	Killed
1-1	Manitoba Border - Moosomin	19.9	3155	22.94	8	4	0	**12**	0.52	6	0
1-2	Moosomin - Whitewood	46.9	2911	49.81	16	8	1	**25**	0.50	12	1
1-3	Whitewood - Broadview	23.9	3286	28.61	9	3	0	**12**	0.42	14	0
1-4	Broadview - Grenfell	24.8	3061	27.74	4	6	0	**10**	0.36	8	0
1-5	Grenfell - Indian Head	57.2	3434	71.71	18	20	2	**40**	0.56	34	4
1-6	Indian Head - Qu'Appelle	13.8	4138	20.89	6	0	0	**6**	0.29	0	0
1-7	Qu'Appelle - Balgonie	30.3	4768	52.68	10	5	1	**16**	0.30	13	1
1-8	Balgonie - Regina	21.1	12864	98.98	44	17	0	**61**	0.62	32	0
1-10	Regina - Jct Hwy 39	56.6	7717	159.51	39	22	1	**62**	0.39	35	1
1-11	Jct Hwy 39- Moose Jaw	4.8	8826	15.49	5	2	0	**7**	0.45	3	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	5223	10.56	6	4	0	**10**	0.95	16	0
1-13	N Jct Hwy 2 - Mortlach	45.3	4628	76.50	13	13	0	**26**	0.34	18	0
1-14	Mortlach - Chaplin	36.1	3247	42.74	10	6	0	**16**	0.37	9	0
1-15	Chaplin - W Jct Hwy 19	26.6	3591	34.83	12	6	1	**19**	0.55	9	1
1-16	W. Jct. Hwy 19 - Rush Lake	32.7	3887	46.35	9	3	0	**12**	0.26	3	0
1-17	Rush Lake - Swift Current	30.6	4547	50.71	18	2	0	**20**	0.39	6	0
1-18	Swift Current - Jct Hwy 32	9.3	6168	20.87	8	6	2	**16**	0.77	12	2
1-19	Jct Hwy 32 - Gull Lake	46.3	4496	75.99	13	7	0	**20**	0.26	10	0
1-20	Gull Lake - Sidewood	34.3	3488	43.60	23	9	1	**33**	0.76	14	2
1-21	Sidewood - Maple Creek	38.9	3238	45.91	14	4	0	**18**	0.39	5	0
1-22	Maple Creek - Alberta Border	39.6	3353	48.48	10	8	0	**18**	0.37	12	0
	Subtotal - Hwy 1	**644.3**		**1044.90**	**295**	**155**	**9**	**459**	**0.44**	**271**	**12**
2-1	U.S. Border - Rockglen	49.3	147	2.64	3	1	0	**4**	1.51	1	0
2-2	Rockglen - Assiniboia	53.5	470	9.18	9	2	0	**11**	1.20	2	0
2-3	Assiniboia - Jct Hwy 43	27.7	1097	11.10	12	2	0	**14**	1.26	6	0
2-4	Jct Hwy 43 - Jct Hwy 36	44.4	972	15.74	11	1	0	**12**	0.76	1	0
2-5	Jct Hwy 36 - Moose Jaw S	26.9	1639	16.10	3	0	0	**3**	0.19	0	0
2-6	Moose Jaw S - Moose Jaw N	10.3	3073	11.55	3	0	0	**3**	0.26	0	0
2-7	Moose Jaw N - Tuxford	17.9	2804	18.30	4	1	0	**5**	0.27	1	0
2-8	Tuxford - Chamberlain	33.3	1356	16.46	3	0	0	**3**	0.18	0	0
2-9	Findlater - Liberty	33.6	468	5.74	1	2	0	**3**	0.52	2	0
2-10	Liberty - Imperial	29.3	583	6.23	2	0	0	**2**	0.32	0	0
2-11	Imperial - Watrous	36.0	886	11.63	6	1	0	**7**	0.60	1	0
2-12	Watrous - Young	23.1	1126	9.47	4	1	0	**5**	0.53	1	0
2-13	Young - Jct Hwy 16	22.0	1063	8.52	0	1	0	**1**	0.12	1	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	494	3.60	0	1	0	**1**	0.28	2	0
2-15	S. Jct Hwy 5 - Jct Hwy 27	21.6	977	7.71	5	1	0	**6**	0.78	1	0
2-16	Jct Hwy 27 - Wakaw	35.3	674	8.67	7	1	0	**8**	0.92	3	0
2-17	Wakaw - St. Louis	32.9	927	11.12	8	4	0	**12**	1.08	4	0
2-18	St. Louis - Prince Albert	26.3	1339	12.83	8	2	0	**10**	0.78	4	0
2-19	Prince Albert S - Jct Hwy 55	4.4	9117	14.61	4	1	0	**5**	0.34	1	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	3914	53.13	15	6	0	**21**	0.40	8	0
2-21	Christopher Lake - Jct Hwy 264	37.0	1221	16.50	7	8	0	**15**	0.91	13	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	679	11.33	7	2	0	**9**	0.79	2	0
2-23	Weyakwin Lake - Jct Hwy 165	85.7	642	20.08	8	5	0	**13**	0.65	5	0
2-24	Jct Hwy 165 - La Ronge	32.4	1006	11.89	13	6	2	**21**	1.77	8	2
	Subtotal - Hwy 2	**785.4**		**314.14**	**143**	**49**	**2**	**194**	**0.62**	**87**	**2**
3-1	Manitoba Border - Erwood	35.4	129	1.67	2	1	0	**3**	1.80	1	0

Traffic Accident Statistics - Section 11

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property damage	Personal injury	Fatal	Total		Injured	Killed
3-2	Erwood - Hudson Bay	14.7	489	2.63	4	1	0	**5**	1.90	3	0
3-3	Hudson Bay - Prairie River	40.9	702	10.48	18	3	0	**21**	2.00	5	0
3-4	Prairie River - S Jct Hwy 23	53.3	558	10.86	14	2	0	**16**	1.47	2	0
3-5	S Jct Hwy 23 - Tisdale	21.4	1753	13.69	1	1	0	**2**	0.15	2	0
3-6	Tisdale - Melfort	36.7	2280	30.58	10	3	3	**16**	0.52	11	4
3-7	Melfort - Kinistino	29.1	1994	21.20	0	1	0	**1**	0.05	1	0
3-8	Kinistino - Birch Hills	27.3	1689	16.82	2	1	0	**3**	0.18	2	0
3-9	Birch Hills - Prince Albert	34.5	2503	31.54	5	5	1	**11**	0.35	10	1
3-11	Prince Albert - Shellbrook	43.1	3472	54.61	13	7	1	**21**	0.38	13	1
3-12	Shellbrook - Cameo	10.3	1162	4.36	4	3	0	**7**	1.61	3	0
3-13	Cameo - Shell lake	46.6	711	12.09	7	5	0	**12**	0.99	6	0
3-14	Shell Lake - Spiritwood	24.6	856	7.69	13	3	0	**16**	2.08	6	0
3-15	Spiritwood - Glaslyn	55.5	753	15.26	20	2	0	**22**	1.44	2	0
3-16	Glaslyn - Turtleford	45.6	446	7.43	4	3	0	**7**	0.94	6	0
3-17	Jct Hwy 26 - N Sask. River	30.0	1259	13.80	4	1	0	**5**	0.36	1	0
3-18	N Sask. River - Alberta Border	26.4	1249	12.04	3	1	1	**5**	0.42	4	2
	Subtotal - Hwy 3	**575.5**		**266.73**	**124**	**43**	**6**	**173**	**0.65**	**78**	**8**
4-1	U.S. Border - Val Marie	31.3	253	2.89	0	0	0	**0**	0.00	0	0
4-2	Val Marie - Cadillac	54.7	202	4.03	9	2	0	**11**	2.73	4	0
4-3	Cadillac - Jct Hwy 43	26.3	622	5.97	4	1	0	**5**	0.84	1	0
4-4	Jct Hwy 43 - Swift Current	38.8	1759	24.89	16	3	0	**19**	0.76	4	0
4-5	Swift Current - Sask. Landing	48.7	1476	26.25	16	3	0	**19**	0.72	6	0
4-6	Sask. Landing - Sanctuary	41.7	1096	16.67	12	1	0	**13**	0.78	1	0
4-7	Sanctuary - Elrose	23.5	925	7.94	3	0	0	**3**	0.38	0	0
4-8	Elrose - Rosetown	37.8	1464	20.21	10	2	0	**12**	0.59	6	0
4-9	Rosetown - Jct Hwy 31	11.7	1518	6.50	7	1	0	**8**	1.23	1	0
4-10	Jct Hwy 31 - Biggar	46.8	383	6.54	7	2	0	**9**	1.38	6	0
4-11	Biggar - Struan Grid	34.3	696	8.72	9	2	0	**11**	1.26	2	0
4-12	Struan Grid - Red Pheasant	20.9	371	2.83	1	1	0	**2**	0.71	2	0
4-13	Red Pheasant - Battleford	35.7	1172	15.25	7	5	0	**12**	0.79	9	0
4-14	Battleford - Jct Hwy 26	23.4	4731	40.46	13	1	0	**14**	0.35	2	0
4-15	Jct Hwy 26 - Cochin	17.3	2065	13.00	2	2	0	**4**	0.31	2	0
4-16	Cochin - Glaslyn	29.6	1025	11.06	5	1	0	**6**	0.54	5	0
4-17	Glaslyn - Meadow Lake	89.2	973	31.66	3	4	0	**7**	0.22	8	0
4-18	Meadow Lake - Jct Hwy 104	30.5	709	7.90	5	1	0	**6**	0.76	2	0
	Subtotal - Hwy 4	**642.0**		**252.77**	**129**	**32**	**0**	**161**	**0.64**	**61**	**0**
5-1	Togo - Kamsack	33.4	433	5.28	0	4	0	**4**	0.76	6	0
5-2	Kamsack - Canora	37.0	1280	17.30	6	1	0	**7**	0.40	2	0
5-3	Canora - Invermay	54.7	632	12.61	4	0	0	**4**	0.32	0	0
5-4	Invermay - Wadena	46.5	801	13.59	6	2	2	**10**	0.74	4	2
5-5	Wadena - Watson	53.6	963	18.85	5	0	0	**5**	0.27	0	0
5-6	Watson - Humboldt	41.2	1973	29.69	10	2	0	**12**	0.40	4	0
5-7	Humboldt - N Jct Hwy 2	43.2	2328	36.73	13	3	0	**16**	0.44	5	0
5-8	S. Jct. 2 - Patience Lake	40.8	2023	30.13	7	6	0	**13**	0.43	6	0
5-9	Patience Lake - Saskatoon	11.4	2993	12.44	2	3	2	**7**	0.56	5	5
5-10	College Drive in Saskatoon	5.6	13733	27.97	2	0	0	**2**	0.07	0	0
	Subtotal - Hwy 5	**367.5**		**204.60**	**55**	**21**	**4**	**80**	**0.39**	**32**	**7**

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions Property damage	Personal injury	Fatal	Total	Acc/ MvKm	Persons injured	Killed
6-1	U.S. Border - Jct Hwy 18	16.4	284	1.70	0	0	0	**0**	0.00	0	0
6-2	Jct Hwy 18 - Jct Hwy 13	55.6	432	8.77	7	2	0	**9**	1.03	3	0
6-3	Jct Hwy 13 - S Jct Hwy 39	43.3	604	9.55	5	0	0	**5**	0.52	0	0
6-4	S Jct Hwy 39 - Regina South	38.1	2798	38.90	13	4	1	**18**	0.46	10	1
6-5	Regina South - Regina North	12.6	16124	73.86	3	1	0	**4**	0.05	1	0
6-6	Regina North - Piapot I.R.	26.4	3069	29.53	9	4	0	**13**	0.44	8	0
6-7	Piapot I.R. - Southey	24.2	2232	19.73	8	4	0	**12**	0.61	6	0
6-8	Southey - Raymore	54.1	1266	25.02	8	4	1	**13**	0.52	9	1
6-9	Raymore - Dafoe	38.0	908	12.60	2	0	0	**2**	0.16	0	0
6-10	Dafoe - Watson	43.0	1019	16.00	7	4	1	**12**	0.75	4	1
6-11	Watson - Naicam	32.8	1418	16.98	1	1	0	**2**	0.12	1	0
6-12	Naicam - Silver Park	26.6	1439	13.96	3	1	0	**4**	0.29	1	0
6-13	Silver Park - Melfort	25.2	1952	17.93	2	1	0	**3**	0.17	3	0
6-14	Melfort - Gronlid	32.6	1193	14.19	2	0	0	**2**	0.14	0	0
6-15	Gronlid - Choiceland	43.3	496	7.83	1	1	0	**2**	0.26	3	0
	Subtotal - Hwy 6	**512.2**		**306.56**	**71**	**27**	**3**	**101**	**0.33**	**49**	**3**
7-1	Saskatoon - Jct Hwy 60	6.3	7762	17.71	4	3	1	**8**	0.45	4	1
7-2	Jct Hwy 60 - Delisle	30.4	4213	46.79	14	5	0	**19**	0.41	7	0
7-3	Delisle - Harris	37.9	2260	31.22	14	8	1	**23**	0.74	11	1
7-4	Harris - Rosetown	36.4	2712	36.00	20	6	0	**26**	0.72	8	0
7-5	Rosetown - Brock	52.4	1946	37.20	18	6	0	**24**	0.65	8	0
7-6	Brock - Kindersley	31.0	2361	26.75	21	5	1	**27**	1.01	11	1
7-7	Kindersley - Jct Hwy 307	21.2	1774	13.71	5	2	0	**7**	0.51	4	0
7-8	Jct Hwy 307 - Alsask	40.0	1356	19.82	10	2	1	**13**	0.66	5	1
	Subtotal - Hwy 7	**255.5**		**229.21**	**106**	**37**	**4**	**147**	**0.64**	**58**	**4**
8-1	U.S. Border - Carievale	19.9	387	2.81	1	0	0	**1**	0.36	0	0
8-2	Carievale - Redvers	45.6	407	6.78	4	0	0	**4**	0.59	0	0
8-3	Redvers - Fairlight	34.0	378	4.70	0	1	1	**2**	0.43	2	1
8-4	Fairlight-Moosomin	29.9	551	6.02	3	0	0	**3**	0.50	0	0
8-5	Moosomin - Qu'Appelle River	40.5	827	12.23	5	3	0	**8**	0.65	6	0
8-6	Qu'Appelle River - Langenburg	41.9	554	8.47	7	1	0	**8**	0.94	1	0
8-7	Churchbridge - Wroxton	46.9	191	3.27	5	0	0	**5**	1.53	0	0
8-8	Wroxton - Kamsack	39.5	384	5.54	6	3	0	**9**	1.63	10	0
8-9	Kamsack - Pelly	32.3	1064	12.55	3	2	0	**5**	0.40	3	0
8-10	Pelly - Norquay	41.4	254	3.84	3	3	0	**6**	1.56	3	0
	Subtotal - Hwy 8	**372.0**		**66.19**	**37**	**13**	**1**	**51**	**0.77**	**25**	**1**
9-1	U.S. Border - Jct Hwy 18	26.8	230	2.25	1	1	0	**2**	0.89	1	0
9-2	Jct Hwy 18 - Carlyle	46.9	1077	18.44	3	1	0	**4**	0.22	1	0
9-3	Carlyle - Jct Hwy 48	43.5	1535	24.36	10	7	0	**17**	0.70	12	0
9-4	Jct Hwy 48 - Whitewood	36.5	716	9.53	3	1	0	**4**	0.42	2	0
9-5	Whitewood - Qu'Appelle River	19.6	889	6.34	3	0	0	**3**	0.47	0	0
9-6	Qu'Appelle River - Jct Hwy 22	36.5	936	12.47	6	0	0	**6**	0.48	0	0
9-7	Jct Hwy 22 - Jct Hwy 15	21.3	824	6.40	9	0	0	**9**	1.41	0	0
9-8	Jct Hwy 15 - Yorkton	33.4	1205	14.71	12	3	1	**16**	1.09	15	1
9-9	Yorkton - Canora	46.2	3293	55.57	33	9	1	**43**	0.77	13	1
9-10	Canora - Jct Hwy 49	27.7	1336	13.48	10	1	0	**11**	0.82	1	0
9-11	Jct Hwy 49 - Preeceville	20.0	1229	8.96	12	2	0	**14**	1.56	2	0

Traffic Accident Statistics - Section 11

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Persons: Injured	Persons: Killed
9-12	Preeceville - Usherville	31.0	519	5.87	4	2	0	**6**	1.02	3	0
9-13	Usherville - Bertwell	42.5	157	2.44	10	0	0	**10**	4.10	0	0
9-14	Bertwell - Hudson Bay	38.6	394	5.55	12	0	0	**12**	2.16	0	0
9-15	Hudson Bay - Manitoba Border	123.1	132	5.93	8	6	0	**14**	2.36	8	0
	Subtotal - Hwy 9	**593.5**		**192.29**	**136**	**33**	**2**	**171**	**0.89**	**58**	**2**
10-1	Manitoba Border - Wroxton	25.0	756	6.89	7	0	0	**7**	1.02	0	0
10-2	Wroxton - Yorkton	38.3	1420	19.85	14	6	0	**20**	1.01	15	0
10-3	Yorkton - Melville	41.9	2296	35.10	22	3	1	**26**	0.74	6	3
10-4	Melville - Jct Hwy 22	46.2	1860	31.34	14	3	0	**17**	0.54	3	0
10-5	Jct Hwy 22 - Fort Qu'Appelle	26.0	2543	24.15	9	5	1	**15**	0.62	11	1
10-6	Fort Qu'Appelle - Balgonie	46.6	3219	54.72	27	14	1	**42**	0.77	22	1
	Subtotal - Hwy 10	**223.9**		**172.04**	**93**	**31**	**3**	**127**	**0.74**	**57**	**5**
11-1	Regina - Lumsden	25.9	7239	68.46	36	14	0	**50**	0.73	24	0
11-2	Lumsden - Bethune	25.9	4776	45.22	11	2	1	**14**	0.31	2	1
11-3	Bethune - E Jct Hwy 2	19.3	3895	27.41	3	0	0	**3**	0.11	0	0
11-4	E Jct Hwy 2 - Aylesbury	24.7	3417	30.76	7	1	0	**8**	0.26	1	0
11-5	Aylesbury - Davidson	45.4	3427	56.73	8	5	0	**13**	0.23	6	0
11-6	Davidson - Kenaston	32.1	4116	48.18	8	7	0	**15**	0.31	8	0
11-7	Kenaston - Dundurn	38.9	3929	55.80	13	6	1	**20**	0.36	6	1
11-8	Dundurn - Saskatoon	32.3	6051	71.29	29	15	1	**45**	0.63	23	1
11-10	Saskatoon - Warman	18.1	7495	49.43	10	5	0	**15**	0.30	6	0
11-11	Warman - Rosthern	43.2	4648	73.26	23	10	1	**34**	0.46	22	2
11-12	Rosthern - Duck Lake	18.1	3460	22.88	9	4	0	**13**	0.57	6	0
11-13	Duck Lake - Prince Albert	49.0	3459	61.83	11	4	1	**16**	0.26	6	1
	Subtotal - Hwy 11	**372.7**		**611.25**	**168**	**73**	**5**	**246**	**0.40**	**110**	**6**
12-1	Jct Hwy 11 - Hepburn	36.4	4304	57.12	19	4	0	**23**	0.40	7	0
12-2	Hepburn - Blaine Lake	38.2	1291	18.01	12	2	0	**14**	0.78	4	0
12-3	Blaine Lake - Big Grass Lake	39.1	462	6.60	4	2	0	**6**	0.91	2	0
12-4	Big Grass Lake - Shell Lake	21.0	405	3.11	4	0	0	**4**	1.29	0	0
	Subtotal - Hwy 12	**134.7**		**84.83**	**39**	**8**	**0**	**47**	**0.55**	**13**	**0**
13-1	Manitoba Border - Redvers	19.7	679	4.88	2	1	0	**3**	0.61	2	0
13-2	Redvers - Carlyle	42.3	1027	15.87	5	3	0	**8**	0.50	3	0
13-3	Carlyle - Stoughton	54.5	1509	30.01	10	3	0	**13**	0.43	4	0
13-4	Stoughton - Griffin	31.0	974	11.02	6	0	1	**7**	0.64	0	1
13-5	Griffin - Weyburn	27.6	1453	14.62	2	6	0	**8**	0.55	7	0
13-6	Weyburn - Jct Hwy 28	31.1	1044	11.83	6	2	0	**8**	0.68	2	0
13-7	Jct Hwy 28 - Jct Hwy 6	22.8	425	3.54	2	0	0	**2**	0.56	0	0
13-8	Jct Hwy 6 - Jct Hwy 34	39.8	560	8.13	6	1	0	**7**	0.86	4	0
13-9	Jct Hwy 34 - Jct Hwy 36	30.6	278	3.11	1	0	0	**1**	0.32	0	0
13-10	Jct Hwy 36 - Assiniboia	36.5	542	7.21	5	2	1	**8**	1.11	10	1
13-11	Assiniboia - Lafleche	42.6	858	13.35	12	0	0	**12**	0.90	0	0
13-12	Lafleche - Kincaid	32.3	476	5.61	8	1	0	**9**	1.60	1	0
13-13	Kincaid - Cadillac	54.9	405	8.12	10	1	0	**11**	1.35	1	0
13-14	Cadillac - Jct Hwy 37	49.5	311	5.62	9	0	0	**9**	1.60	0	0
13-15	Shaunavon - Eastend	34.3	827	10.36	9	1	0	**10**	0.97	1	0
13-16	Eastend - Jct Hwy 21	52.5	226	4.33	6	0	0	**6**	1.39	0	0

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions					Persons	
					Property damage	Personal injury	Fatal	Total	Acc/ MvKm	Injured	Killed
13-17	E Jct Hwy 21 - Govanlock	44.1	174	2.80	7	1	0	**8**	2.86	2	0
13-18	Govanlock - Alberta Border	14.5	80	0.42	0	0	0	**0**	0.00	0	0
	Subtotal - Hwy 13	**660.6**		**160.84**	**106**	**22**	**2**	**130**	**0.81**	**37**	**2**
14-12	Saskatoon - Asquith	34.3	3116	38.95	14	4	0	**18**	0.46	11	0
14-13	Asquith - Perdue	22.7	1483	12.28	6	1	0	**7**	0.57	2	0
14-14	Perdue - Biggar	31.6	1447	16.68	5	8	0	**13**	0.78	12	0
14-15	Biggar - Landis	35.6	848	11.02	3	4	0	**7**	0.64	6	0
14-16	Landis - Wilkie	31.5	894	10.27	5	1	0	**6**	0.58	1	0
14-17	Wilkie - Unity	30.3	1263	13.95	6	0	0	**6**	0.43	0	0
14-18	Unity - Salvador Grid	29.2	1196	12.74	2	1	0	**3**	0.24	2	0
14-19	Salvador Grid - Alberta Border	33.8	960	11.84	4	1	0	**5**	0.42	1	0
	Subtotal - Hwy 14	**248.9**		**127.75**	**45**	**20**	**0**	**65**	**0.51**	**35**	**0**
15-2	Bredenbury - Jct Hwy 9	32.9	235	2.82	5	0	0	**5**	1.77	0	0
15-3	Jct Hwy 9 - Melville	25.6	777	7.25	3	2	0	**5**	0.69	2	0
15-4	Melville - Jct Hwy 52	58.7	645	13.82	13	2	0	**15**	1.09	3	0
15-5	Jct Hwy 52 - Leross	26.5	657	6.35	3	0	0	**3**	0.47	0	0
15-6	Leross - Raymore	51.9	606	11.47	7	2	0	**9**	0.78	2	0
15-7	Raymore - S Jct Hwy 20	32.7	449	5.36	6	0	0	**6**	1.12	0	0
15-8	Nokomis - Jct Hwy 2	31.0	376	4.25	5	0	0	**5**	1.18	0	0
15-9	Jct Hwy 2 - Kenaston	56.6	318	6.57	6	0	1	**7**	1.07	6	1
15-10	Kenaston - Jct Hwy 19	22.8	524	4.36	3	2	0	**5**	1.15	8	0
15-11	Jct Hwy 19 - Outlook	36.2	1028	13.56	5	1	1	**7**	0.52	2	1
15-12	Outlook - Milden	27.8	1182	12.01	2	2	0	**4**	0.33	2	0
15-13	Milden - Rosetown	36.3	783	10.37	3	1	0	**4**	0.39	4	0
	Subtotal - Hwy 15	**438.9**		**98.19**	**61**	**12**	**2**	**75**	0.76	**29**	**2**
16-11	Manitoba Border - Churchbridge	30.5	1910	21.27	10	2	0	**12**	0.56	3	0
16-12	Churchbridge - Yorkton	52.7	2180	41.91	39	5	0	**44**	1.05	8	0
16-13	Yorkton - Springside	25.1	2725	24.93	6	3	0	**9**	0.36	3	0
16-14	Springside - Insinger	31.0	1840	20.85	6	2	0	**8**	0.38	2	0
16-15	Insinger - Tuffnell	22.6	1631	13.43	6	1	0	**7**	0.52	2	0
16-16	Tuffnell - Elfros	38.0	2039	28.28	4	5	0	**9**	0.32	9	0
16-17	Elfros - Dafoe	49.0	2097	37.50	13	6	1	**20**	0.53	12	1
16-18	Dafoe - Guernsey	42.1	2098	32.20	4	1	0	**5**	0.16	3	0
16-19	Guernsey - Jct Hwy 2	44.7	2121	34.62	2	5	0	**7**	0.20	9	0
16-20	Jct Hwy 2 - Saskatoon	63.5	3690	85.51	17	5	1	**23**	0.27	8	4
16-23	Jct Hwy 11 - North Sask. River	41.3	5821	87.66	14	11	1	**26**	0.30	21	1
16-24	North Sask. River - Radisson	19.3	3862	27.15	8	2	0	**10**	0.37	3	0
16-25	Radisson - Denholm	48.4	3599	63.59	9	7	1	**17**	0.27	10	2
16-26	Denholm - North Battleford	23.4	4473	38.25	6	2	0	**8**	0.21	3	0
16-27	North Battleford - Bresaylor	41.4	3781	57.12	14	6	0	**20**	0.35	11	0
16-28	Bresaylor - Maidstone	38.9	2814	39.99	4	4	2	**10**	0.25	9	2
16-29	Maidstone - Marshall	36.8	4030	54.13	15	5	1	**21**	0.39	9	1
16-30	Marshall - Lloydminster	17.2	6197	38.95	7	5	0	**12**	0.31	9	0
	Subtotal - Hwy 16	**665.8**		**747.34**	**184**	**77**	**7**	**268**	**0.36**	**134**	**11**
17-3	Macklin - Alberta Border	57.1	602	12.54	2	1	0	**3**	0.24	1	0
17-4	Jct Hwy 14 (Alta) - Lone Rock	24.2	1429	12.63	0	0	0	**0**	0.00	0	0

Traffic Accident Statistics - Section 11

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions					Persons	
					Property damage	Personal injury	Fatal	Total	Acc/ MvKm	Injured	Killed
17-5	Alberta Border - Lloydminster	23.0	2899	24.32	5	4	0	9	0.37	8	0
17-6	Lloydminster - Jct Hwy 3	24.7	3911	35.25	4	5	1	10	0.28	14	1
17-7	Jct Hwy 3 - N Sask. River	10.7	901	3.52	1	1	0	2	0.57	1	0
17-8	N Sask. River - Onion Lake	12.7	841	3.89	3	1	0	4	1.03	4	0
	Subtotal - Hwy 17	**152.3**		**92.14**	**15**	**12**	**1**	**28**	**0.30**	**28**	**1**
18-1	Manitoba Border - Carievale	19.6	485	3.46	1	1	1	3	0.87	1	1
18-2	Carievale - Jct Hwy 9	48.1	1246	21.85	12	2	0	14	0.64	2	0
18-3	Jct Hwy 9 - Bienfait	44.1	1747	28.13	13	8	0	21	0.75	10	0
18-4	Estevan - Torquay	38.3	782	10.92	14	0	0	14	1.28	0	0
18-5	Torquay - Oungre	22.8	248	2.06	5	0	0	5	2.43	0	0
18-6	Oungre - Lake Alma	29.3	262	2.80	2	1	0	3	1.07	1	0
18-7	Lake Alma - N Jct Hwy 6	28.0	157	1.60	3	0	0	3	1.87	0	0
18-8	S Jct Hwy 6 - Big Beaver	48.3	91	1.60	0	0	0	0	0.00	0	0
18-9	Big Beaver - E Jct Hwy 36	19.9	330	2.40	0	0	0	0	0.00	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	254	2.20	0	0	0	0	0.00	0	0
18-11	Rockglen - Wood Mountain	32.1	107	1.25	4	1	0	5	3.99	1	0
18-12	Wood Mountain - Jct Hwy 19	52.4	193	3.69	5	0	0	5	1.36	0	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	192	2.59	0	0	1	1	0.39	0	1
18-14	Ponteix Grid - Val Marie	35.7	110	1.43	3	0	0	3	2.09	0	0
18-15	S Jct Hwy 4 - Climax	42.2	207	3.19	0	1	0	1	0.31	3	0
18-16	Climax - Divide	65.7	178	4.27	1	2	0	3	0.70	3	0
18-17	Divide - Robsart	31.0	35	0.40	0	0	0	0	0.00	0	0
	Subtotal - Hwy 18	**617.9**		**93.84**	**63**	**16**	**2**	**81**	**0.86**	**21**	**2**
19-1	Jct Hwy 18 - Kincaid	26.3	213	2.04	3	0	0	3	1.47	0	0
19-2	Kincaid - S Jct Hwy 43	24.8	216	1.96	3	0	0	3	1.53	0	0
19-3	S Jct Hwy 43 - Jct Hwy 1	60.0	227	4.97	3	1	0	4	0.80	1	0
19-4	Chaplin - Central Butte	43.4	210	3.32	1	3	0	4	1.20	3	0
19-5	E Jct Hwy 42 - Elbow	40.6	177	2.62	1	0	0	1	0.38	0	0
19-6	Elbow - Jct Hwy 19	42.2	386	5.94	0	0	0	0	0.00	0	0
	Subtotal - Hwy 19	**237.3**		**20.86**	**11**	**4**	**0**	**15**	**0.72**	**4**	**0**
20-1	Lumsden - Jct Hwy 22	36.6	1326	17.69	6	1	0	7	0.40	1	0
20-2	Jct Hwy 22 - Jct Hwy 15	55.3	586	11.82	3	1	0	4	0.34	1	0
20-3	Jct Hwy 15 - Jct Hwy 16	47.6	539	9.36	1	1	0	2	0.21	4	0
20-4	W Jct Hwy 16 - Humboldt	37.3	868	11.80	3	0	0	3	0.25	0	0
20-5	Humboldt - Pilger	33.5	753	9.22	3	1	0	4	0.43	1	0
20-6	Pilger - Crystal Springs	44.9	357	5.85	3	0	1	4	0.68	4	1
20-7	Crystal Springs - Jct Hwy 3	22.6	218	1.80	4	0	0	4	2.22	0	0
	Subtotal - Hwy 20	**277.8**		**67.55**	**23**	**4**	**1**	**28**	**0.41**	**11**	**1**
21-1	US Border - Govenlock	29.5	29	0.31	1	0	0	1	3.21	0	0
21-3	Jct Hwy 13 - Cypress Hills	34.4	291	3.65	4	0	0	4	1.10	0	0
21-4	Cypress Hills - Maple Creek	27.5	553	5.55	3	0	0	3	0.54	0	0
21-5	Maple Creek - Jct Hwy 1	8.3	1898	5.73	0	0	0	0	0.00	0	0
21-6	Jct Hwy 1 - Fox Valley	52.8	605	11.66	8	1	0	9	0.77	1	0
21-7	Fox Valley - Leader	50.1	562	10.28	3	1	0	4	0.39	1	0
21-8	Leader - Eatonia	41.1	373	5.59	12	1	0	13	2.32	2	0
21-9	Glidden - Kindersley	26.2	1211	11.57	5	3	0	8	0.69	4	0

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property damage	Personal injury	Fatal	Total		Injured	Killed
21-10	Kindersley - Jct Hwy 31	36.0	1749	22.98	9	2	0	**11**	0.48	2	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1246	6.18	1	1	0	**2**	0.32	1	0
21-12	Kerrobert - Unity	59.3	525	11.36	7	1	0	**8**	0.70	1	0
21-13	Unity - E Jct Hwy 40	35.7	566	7.38	0	1	1	**2**	0.27	8	1
21-14	W Jct Hwy 40-Maidstone	37.8	247	3.40	3	0	0	**3**	0.88	0	0
21-15	Maidstone - E Jct Hwy 3	54.1	772	15.25	4	4	0	**8**	0.52	4	0
21-16	Paradise Hill - Peck Lake	36.7	281	3.76	2	2	0	**4**	1.06	8	0
21-17	Peck Lake - Ministikwan Lake	21.3	129	1.00	3	0	0	**3**	2.99	0	0
21-18	Ministikwan Lake - Pierceland	43.7	468	7.46	3	0	1	**4**	0.54	3	1
21-19	Pierceland - Northern Pine	22.2	213	1.73	0	1	0	**1**	0.58	1	0
	Subtotal - Hwy 21	**630.0**		**134.83**	**68**	**18**	**2**	**88**	**0.65**	**36**	**2**
22-1	Man. Border - Jct. Hwy 8 (S)	13.1	159	0.76	0	0	0	**0**	0.00	0	0
22-2	Jct Hwy 8 - Stockholm	42.5	926	14.35	20	3	0	**23**	1.60	4	0
22-3	N Jct Hwy 9 - S Jct Hwy 22	24.6	234	2.10	2	0	0	**2**	0.95	0	0
22-4	Killaly - Jct Hwy 10	51.8	418	7.90	4	0	0	**4**	0.51	0	0
22-5	Lipton - Southey	50.9	417	7.75	5	2	1	**8**	1.03	6	1
22-6	Southey - Jct Hwy 20	26.6	284	2.76	3	0	0	**3**	1.09	0	0
	Subtotal - Hwy 22	**209.5**		**35.62**	**34**	**5**	**1**	**40**	**1.12**	**10**	**1**
23-1	Jct Hwy 9 - Somme	31.6	178	2.05	10	0	0	**10**	4.87	0	0
23-2	Somme - Chelan	30.2	512	5.65	7	0	0	**7**	1.24	0	0
23-3	Chelan - Crooked River	37.9	556	7.69	3	2	0	**5**	0.65	2	0
23-4	N Jct Hwy 3 - Jct Hwy 55	63.2	572	13.19	6	3	0	**9**	0.68	4	0
	Subtotal - Hwy 23	**162.9**		**28.58**	**26**	**5**	**0**	**31**	**1.08**	**6**	**0**
24-1	Spiritwood - Leoville	32.2	609	7.17	13	1	1	**15**	2.09	7	1
24-2	Leoville - Chitek Lake	25.3	412	3.81	5	2	0	**7**	1.84	3	0
	Subtotal - Hwy 24	**57.6**		**10.97**	**18**	**3**	**1**	**22**	**2.00**	**10**	**1**
25-1	Birch Hills - St. Louis	29.1	268	2.84	1	0	0	**1**	0.35	0	0
26-1	Jct Hwy 4 - Meota	15.5	962	5.42	0	1	0	**1**	0.18	1	0
26-2	Meota - Turtleford	54.2	773	15.28	5	6	0	**11**	0.72	13	0
26-3	Turtleford - N Jct Hwy 3	29.2	555	5.92	7	0	0	**7**	1.18	0	0
26-4	N Jct Hwy 3 - Loon Lake	47.7	835	14.52	10	0	0	**10**	0.69	0	0
26-5	Loon Lake - Goodsoil	52.0	349	6.63	10	0	0	**10**	1.51	0	0
	Subtotal - Hwy 26	**198.5**		**47.78**	**32**	**7**	**0**	**39**	**0.82**	**14**	**0**
27-1	Jct Hwy 2 - Aberdeen	34.0	540	6.69	6	4	0	**10**	1.49	11	0
28-1	Lake Alma - Radville	39.8	195	2.83	5	1	0	**6**	2.12	1	0
28-2	Radville - Jct Hwy 13	20.1	723	5.29	2	0	0	**2**	0.38	0	0
	Subtotal - Hwy 28	**59.9**		**8.13**	**7**	**1**	**0**	**8**	**0.98**	**1**	**0**
29-1	Wilkie - Cloan Grid	23.8	855	7.44	5	1	0	**6**	0.81	1	0
29-2	Cloan Grid - Battleford	25.9	923	8.74	3	1	0	**4**	0.46	2	0
	Subtotal - Hwy 29	**49.8**		**16.18**	**8**	**2**	**0**	**10**	**0.62**	**3**	**0**
30-1	S Sask. River - Eston	21.4	98	0.76	5	1	0	**6**	7.85	1	0

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Persons: Injured	Persons: Killed
30-2	Eston - Jct Hwy 7	37.0	267	3.60	0	0	0	0	0.00	0	0
	Subtotal - Hwy 30	**58.3**		**4.37**	**5**	**1**	**0**	**6**	**1.37**	**1**	**0**
31-1	Jct Hwy 4 - Plenty	58.2	192	4.08	6	1	0	7	1.72	1	0
31-2	Plenty - S. Jct Hwy 21	35.8	347	4.53	3	2	0	5	1.10	7	0
31-3	Kerrobert - Salvador	37.7	554	7.62	3	0	0	3	0.39	0	0
31-4	Salvador - Macklin	37.8	672	9.27	3	3	0	6	0.65	8	0
	Subtotal - Hwy 31	**169.5**		**25.50**	**15**	**6**	**0**	**21**	**0.82**	**16**	**0**
32-1	Jct Hwy 1 - Success	22.6	1398	11.54	1	1	0	2	0.17	2	0
32-2	Success - Cabri	33.6	544	6.68	1	4	0	5	0.75	5	0
32-3	Cabri - Lancer	38.9	471	6.68	1	0	0	1	0.15	0	0
32-4	Lancer - Leader	47.4	367	6.34	5	2	0	7	1.10	3	0
	Subtotal - Hwy 32	**142.5**		**31.24**	**8**	**7**	**0**	**15**	**0.48**	**10**	**0**
33-1	Stoughton - Fillmore	38.2	1175	16.37	10	1	0	11	0.67	1	0
33-2	Fillmore - Francis	39.1	838	11.96	13	2	0	15	1.25	3	0
33-3	Francis - Kronau	38.4	1567	21.95	9	1	0	10	0.46	1	0
33-4	Kronau - Regina	20.3	4706	34.87	2	0	0	2	0.06	0	0
	Subtotal - Hwy 33	**135.9**		**85.15**	**34**	**4**	**0**	**38**	**0.45**	**5**	**0**
34-1	U.S. Border - Bengough	46.4	204	3.45	0	0	0	0	0.00	0	0
34-2	Bengough - Jct Hwy 13	16.3	429	2.56	4	0	0	4	1.56	0	0
	Subtotal - Hwy 34	**62.7**		**6.01**	**4**	**0**	**0**	**4**	**0.67**	**0**	**0**
35-1	US Border - Oungre	16.2	221	1.31	1	0	0	1	0.76	0	0
35-2	Oungre - Colgate	28.5	465	4.83	1	1	0	2	0.41	1	0
35-3	Colgate - Weyburn	29.1	1047	11.10	0	0	0	0	0.00	0	0
35-4	Weyburn - Francis	47.7	837	14.56	7	0	0	7	0.48	0	0
35-5	Jct Hwy 33 - Jct Hwy 48	23.2	256	2.17	2	0	0	2	0.92	0	0
35-6	Jct Hwy 48 - Qu'Appelle	24.6	251	2.25	3	3	0	6	2.67	5	0
35-7	Qu'Appelle - Jct Hwy 10	19.8	406	2.93	4	0	0	4	1.36	0	0
35-8	Fort Qu'Appelle - Lipton	15.8	1263	7.27	2	1	0	3	0.41	1	0
35-9	Lipton - Leross	43.2	607	9.57	0	3	0	3	0.31	3	0
35-10	Leross - Elfros	50.4	514	9.46	5	2	0	7	0.74	4	0
35-11	Elfros - Wadena	23.7	704	6.08	1	1	0	2	0.33	6	0
35-12	Wadena - Jct Hwy 49	21.7	1175	9.31	0	1	0	1	0.11	2	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	655	11.09	10	3	0	13	1.17	3	0
35-14	Jct Hwy 349 - Tisdale	44.7	782	12.76	3	3	0	6	0.47	7	0
35-15	Tisdale - Jct Hwy 335	29.6	1433	15.46	2	1	0	3	0.19	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1812	18.62	6	4	2	12	0.64	11	3
35-17	Jct Hwy 55 - Torch River	36.2	153	2.02	2	0	0	2	0.99	0	0
	Subtotal - Hwy 35	**528.8**		**140.81**	**49**	**25**	**2**	**74**	**0.53**	**44**	**3**
36-1	U.S. Border - W Jct Hwy 18	30.3	283	3.13	5	2	0	7	2.24	2	0
36-2	W Jct Hwy 18 - W Jct Hwy 13	39.4	397	5.71	4	2	1	7	1.23	6	1
36-3	E Jct Hwy 13 - Jct Hwy 2	64.7	155	3.66	4	4	0	8	2.19	5	0
	Subtotal - Hwy 36	**134.5**		**12.51**	**13**	**8**	**1**	**22**	**1.76**	**13**	**1**
37-1	US Border - Climax	23.0	134	1.13	1	0	0	1	0.89	0	0

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions Property damage	Collisions Personal injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Persons Injured	Persons Killed
37-2	Climax - Shaunavon	52.1	329	6.26	11	0	0	**11**	1.76	0	0
37-3	Shaunavon - Gull Lake	52.7	1051	20.22	11	4	0	**15**	0.74	9	0
37-4	Gull Lake - W Jct Hwy 332	33.3	354	4.30	1	1	0	**2**	0.46	1	0
37-5	E Jct Hwy 332 - Cabri	24.5	121	1.08	0	0	0	**0**	0.00	0	0
	Subtotal - Hwy 37	**185.7**		**32.99**	**24**	**5**	**0**	**29**	**0.88**	**10**	**0**
38-1	Kelvington - Perigord	23.3	655	5.56	3	1	0	**4**	0.72	1	0
38-2	Perigord - Chelan	34.4	250	3.14	6	1	0	**7**	2.23	1	0
38-5	Kuroki - Kelvington	31.4	268	3.08	6	3	0	**9**	2.93	6	0
	Subtotal - Hwy 38	**89.1**		**11.77**	**15**	**5**	**0**	**20**	**1.70**	**8**	**0**
39-1	U.S. Border - Bienfait	27.0	977	9.61	6	0	0	**6**	0.62	0	0
39-2	Bienfait - Estevan	9.5	4166	14.51	7	2	0	**9**	0.62	4	0
39-3	Estevan - Midale	40.9	2853	42.62	12	9	0	**21**	0.49	16	0
39-4	Midale - Weyburn	43.7	2346	37.45	5	8	0	**13**	0.35	9	0
39-5	Weyburn - Yellow Grass	26.8	3081	30.08	8	4	0	**12**	0.40	4	0
39-6	Yellow Grass - Corinne	44.6	2447	39.84	5	3	0	**8**	0.20	4	0
39-7	Corinne - Pitman	34.2	1017	12.69	4	0	0	**4**	0.32	0	0
39-8	Pitman - Jct Hwy 1	34.3	1095	13.69	4	1	0	**5**	0.37	1	0
	Subtotal - Hwy 39	**261.0**		**200.49**	**51**	**27**	**0**	**78**	**0.39**	**38**	**0**
40-1	Jct Hwy 3 - Blaine Lake	56.1	1052	21.55	9	4	2	**15**	0.70	10	3
40-2	Blaine Lake - Hafford	36.0	600	7.89	5	0	0	**5**	0.63	0	0
40-3	Hafford - North Battleford	63.9	763	17.81	9	1	1	**11**	0.62	6	1
40-4	Battleford - E Jct Hwy 21	57.6	1331	27.97	7	3	0	**10**	0.36	4	0
40-5	E Jct Hwy 21 - Neilburg	35.5	672	8.71	2	1	0	**3**	0.34	1	0
40-6	Neilburg - Alberta Border	25.4	1000	9.26	4	1	0	**5**	0.54	1	0
	Subtotal - Hwy 40	**274.5**		**93.18**	**36**	**10**	**3**	**49**	**0.53**	**22**	**4**
41-1	Melfort - Jct Hwy 20	56.0	1312	26.81	5	7	0	**12**	0.45	10	0
41-2	Jct Hwy 20 - Wakaw	29.8	1369	14.90	4	1	1	**6**	0.40	2	1
41-3	Wakaw - Aberdeen	51.3	1698	31.79	14	5	0	**19**	0.60	15	0
41-4	Aberdeen - Jct Hwy 41	26.9	2747	26.99	6	6	0	**12**	0.44	12	0
	Subtotal - Hwy 41	**164.0**		**100.49**	**29**	**19**	**1**	**49**	**0.49**	**39**	**1**
42-1	Tuxford - Keeler	25.0	613	5.58	0	1	0	**1**	0.18	3	0
42-2	Keeler - E Jct Hwy 19	42.4	402	6.22	3	0	0	**3**	0.48	0	0
42-3	E Jct Hwy 19 - Diefenbaker Lake	38.7	259	3.66	3	0	0	**3**	0.82	0	0
42-4	Diefenbaker Lake - Jct Hwy 342	37.7	283	3.90	4	0	0	**4**	1.03	0	0
42-5	Jct Hwy 342 - Milden	59.9	217	4.75	0	0	0	**0**	0.00	0	0
	Subtotal - Hwy 42	**203.6**		**24.10**	**10**	**1**	**0**	**11**	**0.46**	**3**	**0**
43-1	Jct Hwy 2 - Gravelbourg	37.9	531	7.35	6	0	0	**6**	0.82	0	0
43-2	Gravelbourg - S Jct Hwy 19	29.8	518	5.64	2	1	0	**3**	0.53	1	0
43-3	S Jct Hwy 19 - Jct Hwy 4	59.0	236	5.08	5	0	0	**5**	0.98	0	0
	Subtotal - Hwy 43	**126.8**		**18.08**	**13**	**1**	**0**	**14**	**0.77**	**1**	**0**
44-2	Davidson - Loreburn	45.2	339	5.60	3	0	0	**3**	0.54	0	0
44-3	N Jct Hwy 19 - Jct Hwy 45	28.4	291	3.02	1	0	0	**1**	0.33	0	0
44-4	Jct Hwy 45 - Dinsmore	28.3	182	1.88	0	0	0	**0**	0.00	0	0

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Persons: Injured	Persons: Killed
44-5	Jct Hwy 42 - Jct Hwy 4	40.4	217	3.20	0	2	0	2	0.62	4	0
44-6	S Jct Hwy 4 - Eston	54.0	335	6.61	4	0	0	4	0.61	0	0
44-7	Eston - Glidden	32.3	609	7.18	2	2	0	4	0.56	3	0
44-8	Glidden - Mantario	44.9	551	9.03	5	0	0	5	0.55	0	0
44-9	Mantario - Alsask	33.6	183	2.24	5	0	0	5	2.23	0	0
	Subtotal - Hwy 44	**307.3**		**38.76**	**20**	**4**	**0**	**24**	**0.62**	**7**	**0**
45-1	Lucky Lake - Birsay	18.4	536	3.61	1	2	0	3	0.83	3	0
45-2	Birsay - Jct Hwy 44	18.9	452	3.12	1	1	0	2	0.64	1	0
45-3	Jct Hwy 44 - E Jct Hwy 15	27.2	563	5.60	1	1	0	2	0.36	1	0
45-4	W Jct Hwy 15 - Delisle	49.7	667	12.09	5	0	0	5	0.41	0	0
	Subtotal - Hwy 45	**114.2**		**24.41**	**8**	**4**	**0**	**12**	**0.49**	**5**	**0**
46-1	Balgonie - Regina	19.7	3397	24.46	7	9	0	16	0.65	16	0
47-1	U.S. Border - Estevan	15.3	1137	6.35	4	1	0	5	0.79	3	0
47-2	Estevan - Stoughton	57.7	1284	27.02	18	4	0	22	0.81	4	0
47-3	Stoughton - Jct Hwy 48	56.2	330	6.77	5	3	0	8	1.18	6	0
47-4	Jct Hwy 48 - W Jct Hwy 1	26.6	196	1.90	0	0	0	0	0.00	0	0
47-5	Grenfell - S Jct Hwy 22	39.9	583	8.50	7	3	1	11	1.29	4	1
47-6	S Jct Hwy 22 - Melville	22.8	829	6.90	8	2	0	10	1.45	2	0
47-7	Melville - Willowbrook	30.0	438	4.80	6	0	0	6	1.25	0	0
47-8	Willowbrook - Springside	19.1	247	1.72	3	0	0	3	1.75	0	0
47-9	Springside - Buchanan	42.2	302	4.65	8	1	0	9	1.93	1	0
47-10	Buchanan - Preeceville	33.8	302	3.73	5	1	0	6	1.61	3	0
	Subtotal - Hwy 47	**343.5**		**72.33**	**64**	**15**	**1**	**80**	**1.11**	**23**	**1**
48-1	Manitoba Border - Fairlight	19.0	301	2.08	2	0	0	2	0.96	0	0
48-2	Fairlight - S Jct Hwy 9	44.7	546	8.92	8	2	0	10	1.12	4	0
48-3	N Jct Hwy 9 - Jct Hwy 47	57.9	811	17.14	12	4	0	16	0.93	9	0
48-4	Jct Hwy 47 - Jct Hwy 35	63.3	741	17.11	4	0	0	4	0.23	0	0
48-5	Jct Hwy 35 - White City	40.4	1120	16.51	7	6	0	13	0.79	6	0
	Subtotal - Hwy 48	**225.3**		**61.76**	**33**	**12**	**0**	**45**	**0.73**	**19**	**0**
49-1	Manitoba Border - Pelly	25.4	448	4.16	1	0	0	1	0.24	0	0
49-2	Pelly - Stenen	33.8	649	7.99	6	2	0	8	1.00	3	0
49-3	Stenen - Okla	33.3	640	7.78	5	3	0	8	1.03	3	0
49-4	Okla - Kelvington	33.9	548	6.78	3	1	0	4	0.59	2	0
49-5	Kelvington - Jct Hwy 35	19.5	824	5.87	2	0	0	2	0.34	0	0
	Subtotal - Hwy 49	**145.9**		**32.58**	**17**	**6**	**0**	**23**	**0.71**	**8**	**0**
51-1	Biggar - Tramping Lake	62.6	408	9.33	5	3	0	8	0.86	5	0
51-2	Tramping Lake - Kerrobert	25.9	377	3.57	2	0	0	2	0.56	0	0
51-3	Kerrobert - Major	34.4	412	5.18	1	0	0	1	0.19	0	0
51-4	Major - Alberta Border	29.6	408	4.41	2	2	0	4	0.91	2	0
	Subtotal - Hwy 51	**152.7**		**22.49**	**10**	**5**	**0**	**15**	**0.67**	**7**	**0**
52-1	Yorkton - Willowbrook	21.6	1636	12.89	9	1	1	11	0.85	1	1
52-2	Willowbrook - Jct Hwy 15	49.1	430	7.70	8	1	0	9	1.17	1	0
	Subtotal - Hwy 52	**70.7**		**20.59**	**17**	**2**	**1**	**20**	**0.97**	**2**	**1**

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Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions					Persons	
					Property damage	Personal injury	Fatal	Total	Acc/ MvKm	Injured	Killed
54-1	Jct Hwy 11 - Regina Beach	17.4	1734	11.01	2	0	0	2	0.18	0	0
55-2	Jct Hwy 9 - S of Pakwaw Lake	38.3	149	2.08	0	1	1	2	0.96	1	1
55-3	S of Pakwaw L. - W of Crack. R.	29.5	163	1.76	4	0	1	5	2.85	2	1
55-4	W of Crack. R. Br. - Jct Hwy 123	36.7	139	1.86	3	1	0	4	2.15	2	0
55-5	Jct Hwy 123 - Nipawin	28.3	1567	16.19	7	1	0	8	0.49	1	0
55-6	Nipawin - White Fox	12.2	2290	10.21	0	1	0	1	0.10	1	0
55-7	White Fox - Smeaton	50.4	1042	19.15	9	1	1	11	0.57	1	2
55-8	Smeaton - Meath Park	36.6	907	12.12	5	2	0	7	0.58	2	0
55-9	Meath Park - Prince Albert	41.4	2938	44.44	13	5	1	19	0.43	9	1
55-10	Shellbrook - Debden	49.3	1353	24.35	8	5	0	13	0.53	12	0
55-11	Debden - Big River	38.4	1036	14.53	15	3	1	19	1.31	5	1
55-12	Big River - Jct Hwy 124	48.4	462	8.15	3	0	0	3	0.37	0	0
55-13	Jct 124 - Green Lake	28.0	330	3.37	3	2	0	5	1.48	3	0
55-14	Green Lake - Meadow Lake	49.5	830	15.01	3	7	0	10	0.67	10	0
55-15	Meadow Lake - S Jct Hwy 26	67.4	1011	24.88	5	3	0	8	0.32	4	0
55-16	Peerless - Alberta Border	52.1	706	13.43	12	1	0	13	0.97	1	0
	Subtotal - Hwy 55	**606.6**		**211.53**	**90**	**33**	**5**	**128**	**0.61**	**54**	**6**
56-1	Indian Head - Katepwa Lake	21.1	651	5.00	5	2	0	7	1.40	4	0
56-2	Katepwa Lake - Fort Qu'Appelle	20.2	774	5.69	11	3	0	14	2.46	5	0
56-3	Fort Qu'Appelle - Echo Lake	11.3	860	3.56	4	1	0	5	1.41	1	0
	Subtotal - Hwy 56	**52.5**		**14.25**	**20**	**6**	**0**	**26**	**1.82**	**10**	**0**
57-1	Manitoba Border - Jct Hwy 5	19.3	399	2.81	3	1	0	4	1.42	1	0
58-1	Jct Hwy 18 - Lafleche	35.6	204	2.65	1	0	0	1	0.38	0	0
58-2	Lafleche - Gravelbourg	19.7	638	4.58	2	0	0	2	0.44	0	0
58-3	Gravelbourg - Jct Hwy 363	31.8	335	3.89	4	0	0	4	1.03	0	0
58-4	Jct Hwy 363 - Jct Hwy 1	36.2	87	1.15	0	0	0	0	0.00	0	0
	Subtotal - Hwy 58	**123.3**		**12.27**	**7**	**0**	**0**	**7**	**0.57**	**0**	**0**
60-1	Pike Lake - Saskatoon	23.9	889	7.76	12	3	1	16	2.06	7	1
80-1	Esterhazy - Churchbridge	31.4	630	7.22	6	3	0	9	1.25	3	0
80-2	Jct Hwy 16 - Jct Hwy 10	35.3	242	3.12	3	0	0	3	0.96	0	0
	Subtotal - Hwy 80	**66.7**		**10.34**	**9**	**3**	**0**	**12**	**1.16**	**3**	**0**
99-10	Jct Hwy 6 - Craven	20.9	143	1.09	1	0	0	1	0.92	0	0
102-25	La Ronge - Sucker River	30.3	1000	11.06	2	2	0	4	0.36	2	0
102-26	Sucker River - Otter Rapids	54.3	305	6.04	2	2	0	4	0.66	2	0
102-27	Otter Rapids - Island Lake Cr	52.0	178	3.38	5	1	0	6	1.78	1	0
102-28	Island Lake Cr - Waddy River Br	36.4	132	1.76	2	2	0	4	2.28	4	0
102-29	Waddy River Br - Southend	43.4	135	2.14	5	1	0	6	2.81	1	0
	Subtotal - Hwy 102	**216.4**		**24.38**	**16**	**8**	**0**	**24**	**0.98**	**10**	**0**
106-01	Smeaton - Jct Hwy 120	67.5	184	4.54	4	2	1	7	1.54	4	1
106-02	Jct Hwy 20 - Jct Hwy 165	67.1	254	6.22	4	1	0	5	0.80	1	0

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Persons: Injured	Persons: Killed
106-03	Jct Hwy 165 - Deschambault L.	82.1	181	5.42	3	3	0	6	1.11	5	0
106-04	Deschambault L. - Jct Hwy 135	40.6	175	2.59	4	4	0	8	3.09	15	0
106-05	Jct Hwy 135 - Flin Flon	68.0	262	6.50	4	1	0	5	0.77	2	0
	Subtotal - Hwy 106	**325.2**		**25.27**	**19**	**11**	**1**	**31**	**1.23**	**27**	**1**
120-01	Meath Park - Candle Lake	32.3	723	8.52	3	0	0	3	0.35	0	0
120-02	Candle Lake - Lower Fishing Lake	57.8	172	3.63	4	1	0	5	1.38	2	0
	Subtotal - Hwy 120	**90.1**		**12.16**	**7**	**1**	**0**	**8**	**0.66**	**2**	**0**
123-01	Jct Hwy 163 - Kennedy Creek	41.8	270	4.12	1	0	0	1	0.24	0	0
123-02	Kennedy Cr. - Cumberland House	91.4	117	3.90	6	3	1	10	2.56	8	1
	Subtotal - Hwy 123	**133.2**		**8.02**	**7**	**3**	**1**	**11**	**1.37**	**8**	**1**
135-01	Jct Hwy 106 - Pelican Narrows	51.6	139	2.62	4	7	0	11	4.21	11	0
135-02	Pelican Narrows - Sandy Bay	70.2	100	2.56	3	9	0	12	4.68	23	0
	Subtotal - Hwy 135	**121.8**		**5.18**	**7**	**16**	**0**	**23**	**4.44**	**34**	**0**
155-01	Green Lake - Jct Hwy 101	94.5	247	8.52	11	3	0	14	1.64	11	0
155-02	Jct Hwy 101 - Buffalo Narrows	101.2	338	12.48	10	2	0	12	0.96	2	0
155-03	Buffalo Narrows - La Loche	105.3	260	10.00	7	14	1	22	2.20	34	1
	Subtotal - Hwy 155	**301.0**		**31.00**	**28**	**19**	**1**	**48**	**1.55**	**47**	**1**
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	108	3.76	2	2	0	4	1.06	2	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	141	2.86	1	2	0	3	1.05	10	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	110	2.25	0	1	0	1	0.44	2	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	187	4.51	5	3	1	9	2.00	7	1
	Subtotal - Hwy 165	**273.0**		**13.38**	**8**	**8**	**1**	**17**	**1.27**	**21**	**1**
167-01	Sturgeon Weir R. - Denare Beach	29.3	1255	13.43	2	1	0	3	0.22	2	0
167-02	Denare Beach - Creighton	19.7	1208	8.69	4	3	0	7	0.81	4	0
	Subtotal - Hwy 167	**49.0**		**22.11**	**6**	**4**	**0**	**10**	**0.45**	**6**	**0**
201-01	Broadview - Jct Hwy 247	19.2	356	2.50	3	0	1	4	1.60	0	2
202-01	Tuxford - Buffalo Pound Lake	19.1	130	0.91	2	1	0	3	3.31	1	0
204-01	Battlefords Provincial Park	5.2	619	1.16	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	1036	1.58	2	1	1	4	2.53	1	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	1829	4.81	1	0	0	1	0.21	0	0
210-02	Echo Valley - Jct Hwy 10	12.1	978	4.33	1	2	0	3	0.69	4	0
	Subtotal - Hwy 210	**19.3**		**9.14**	**2**	**2**	**0**	**4**	**0.44**	**4**	**0**
211-01	Dundurn - Blackstrap Lake	7.3	595	1.58	0	0	0	0	0.00	0	0
212-01	Duck Lake - Saskatchewan River	25.5	692	6.44	3	2	0	5	0.78	5	0
219-01	Danielson Provincial Park	4.4	100	0.16	0	0	0	0	0.00	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	274	2.43	0	1	0	1	0.41	1	0

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions Property damage	Collisions Personal injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Persons injured	Persons killed
219-03	Jct Hwy 15 - White Cap I.R.	38.0	539	7.48	7	0	1	8	1.07	0	1
219-04	White Cap I.R. - Saskatoon	32.5	1134	13.44	12	6	0	18	1.34	7	0
	Subtotal - Hwy 219	**99.2**		**23.52**	**19**	**7**	**1**	**27**	**1.15**	**8**	**1**
220-01	Bulyea - Rowan's Ravine	22.5	244	2.01	0	0	0	0	0.00	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	230	0.34	1	0	0	1	2.95	0	0
224-01	Jct Hwy 4 - Goodsoil	47.2	139	2.39	1	0	0	1	0.42	0	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	316	4.24	2	2	0	4	0.94	3	0
229-01	Jct Hwy 9 - Good Spirit Lake	16.6	351	2.12	3	0	0	3	1.41	0	0
229-02	Good Spirit P. P. - Jct Hwy 47	6.6	237	0.57	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	**23.2**		**2.69**	**3**	**0**	**0**	**3**	**1.11**	**0**	**0**
240-01	Jct Hwy 55 - P.A. National Park	40.3	236	3.47	0	5	0	5	1.44	7	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	194	3.53	5	0	0	5	1.42	0	0
255-01	Jct Hwy 55 - Tobin Lake	23.4	215	1.83	0	1	0	1	0.55	2	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	96	0.28	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	3.6	101	0.13	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	**11.5**		**0.41**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
263-01	Jct Hwy 2 - Prince Albert Park	18.1	672	4.44	2	4	0	6	1.35	5	0
264-01	Jct Hwy 2 - Prince Albert	8.0	326	0.95	2	0	0	2	2.11	0	0
265-01	Jct Hwy 20 - Candle Lake	28.8	240	2.53	2	0	0	2	0.79	0	0
271-01	Maple Creek - Cypress Hills	43.6	242	3.85	2	1	0	3	0.78	1	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	100	0.35	1	0	0	1	2.87	0	0
	Subtotal - Hwy 271	**53.2**		**4.20**	**3**	**1**	**0**	**4**	**0.95**	**1**	**0**
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	222	1.72	0	1	0	1	0.58	1	0
302-01	S Sask River - Prince Albert	38.4	459	6.44	5	3	0	8	1.24	3	0
302-02	Prince Albert - 30 Km West	26.9	850	8.35	6	2	0	8	0.96	2	0
	Subtotal - Hwy 302	**65.3**		**14.78**	**11**	**5**	**0**	**16**	**1.08**	**5**	**0**
303-01	Turtleford - Jct Hwy 21	23.0	702	5.88	3	1	2	6	1.02	6	2
303-02	E of Lloydminster - Jct Hwy 16	44.5	493	8.01	4	0	0	4	0.50	0	0
	Subtotal - Hwy 303	**67.5**		**13.90**	**7**	**1**	**2**	**10**	**0.72**	**6**	**2**
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	637	11.32	6	1	0	7	0.62	1	0
305-01	Warman - Jct Hwy 12	9.0	819	2.69	3	1	0	4	1.49	1	0
305-02	Jct Hwy 12 - Langham	20.6	462	3.48	4	2	0	6	1.72	6	0

Traffic Accident Statistics - Section 11

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property damage	Personal injury	Fatal	Total		injured	killed
	Subtotal - Hwy 305	**29.7**		**6.17**	**7**	**3**	**0**	**10**	**1.62**	**7**	**0**
306-01	Jct Hwy 35 - Riceton	39.0	125	1.78	0	0	0	0	0.00	0	0
306-02	Riceton - Jct Hwy 6	27.8	225	2.29	3	2	0	5	2.19	2	0
	Subtotal - Hwy 306	**66.8**		**4.07**	**3**	**2**	**0**	**5**	**1.23**	**2**	**0**
307-01	Jct Hwy 7 - Smiley	17.8	310	2.01	3	0	0	3	1.49	0	0
307-02	Smiley - Jct Hwy 21	29.3	524	5.60	2	0	0	2	0.36	0	0
	Subtotal - Hwy 307	**47.1**		**7.61**	**5**	**0**	**0**	**5**	**0.66**	**0**	**0**
308-01	Manitoba Border - Jct Hwy 8	14.8	399	2.16	1	0	0	1	0.46	0	0
309-01	Ebenezer - Rhein	18.4	408	2.74	3	0	0	3	1.09	0	0
310-01	Balcarres - Ituna	43.3	491	7.76	2	3	0	5	0.64	3	0
310-03	Jct Hwy 52 - Foam Lake	50.9	123	2.28	3	0	0	3	1.31	0	0
310-04	Foam Lake - Kuroki	30.4	241	2.67	2	3	0	5	1.87	3	0
	Subtotal - Hwy 310	**124.5**		**12.71**	**7**	**6**	**0**	**13**	**1.02**	**6**	**0**
312-01	Wakaw - Rosthern	40.9	345	5.15	3	0	0	3	0.58	0	0
312-02	Rosthern - Jct Hwy 12	37.0	689	9.29	2	2	0	4	0.43	2	0
	Subtotal - Hwy 312	**77.9**		**14.45**	**5**	**2**	**0**	**7**	**0.48**	**2**	**0**
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	277	4.75	0	0	0	0	0.00	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	265	4.31	2	1	0	3	0.70	1	0
	Subtotal - Hwy 317	**91.5**		**9.06**	**2**	**1**	**0**	**3**	**0.33**	**1**	**0**
318-01	Carnduff - Alida	27.8	381	3.86	1	0	0	1	0.26	0	0
320-01	Jct Hwy 20 - Domremy	26.3	125	1.20	1	0	0	1	0.83	0	0
321-01	Liebenthal - Alberta Border	33.2	511	6.18	5	1	0	6	0.97	1	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	547	5.84	4	0	0	4	0.69	0	0
324-01	Jct Hwy 378 - Mayfair	18.6	125	0.85	0	0	0	0	0.00	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	306	4.90	1	1	0	2	0.41	3	0
334-01	Jct Hwy 13 - Avonlea	62.4	174	3.97	3	1	0	4	1.01	1	0
334-02	Avonlea - Corinne	33.9	407	5.03	1	3	0	4	0.80	4	0
	Subtotal - Hwy 334	**96.3**		**8.99**	**4**	**4**	**0**	**8**	**0.89**	**5**	**0**
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	574	4.45	2	0	0	2	0.45	0	0
335-02	Jct Hwy 35 - Gronlid	29.4	380	4.07	0	1	0	1	0.25	1	0
	Subtotal - Hwy 335	**50.6**		**8.52**	**2**	**1**	**0**	**3**	**0.35**	**1**	**0**
339-01	Avonlea - Jct Hwy 39	50.1	367	6.70	2	0	0	2	0.30	0	0
340-01	Radisson - Hafford	30.6	261	2.92	4	0	0	4	1.37	0	0

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions					Persons	
					Property damage	Personal injury	Fatal	Total	Acc/ MvKm	Injured	Killed
342-01	Jct Hwy 42 - Beechy	11.8	238	1.03	1	0	0	1	0.97	0	0
342-02	Beechy - Clearwater Lake	43.2	264	4.17	3	0	0	3	0.72	0	0
342-03	Clearwater Lake - Jct Hwy 4	7.5	205	0.56	3	0	0	3	5.37	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	143	1.63	3	0	0	3	1.84	0	0
342-05	Jcy Hwy 44 - Lacadena	29.7	96	1.04	0	0	0	0	0.00	0	0
	Subtotal - Hwy 342	**123.4**		**8.42**	**10**	**0**	**0**	**10**	**1.19**	**0**	**0**
343-01	Jct Hwy 4 - Simmie	32.9	171	2.05	1	2	0	3	1.46	2	0
349-10	Jct Hwy 38 - Archerwill	23.2	260	2.20	1	0	0	1	0.45	0	0
349-11	Jct Hwy 35 - Naicam	32.6	437	5.19	2	0	0	2	0.39	0	0
	Subtotal - Hwy 349	**55.7**		**7.39**	**3**	**0**	**0**	**3**	**0.41**	**0**	**0**
350-01	U.S. Border - Jct Hwy 18	16.3	118	0.70	1	0	0	1	1.42	0	0
354-01	Bethune - Dilke	20.6	301	2.27	1	0	0	1	0.44	0	0
355-01	Meath Park - Spruce Home	28.0	255	2.61	3	0	0	3	1.15	0	0
355-02	Spruce Home - 11 km West	17.4	587	3.74	2	0	1	3	0.80	0	1
	Subtotal - Hwy 355	**45.5**		**6.34**	**5**	**0**	**1**	**6**	**0.95**	**0**	**1**
357-01	Togo - Jct Hwy 8	20.4	90	0.67	1	0	0	1	1.49	0	0
358-01	Wood Mountain - Limerick	42.6	285	4.43	2	1	0	3	0.68	1	0
361-11	Manitoba Border - Jct Hwy 8	18.8	158	1.09	0	0	0	0	0.00	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	214	3.72	4	1	0	5	1.34	2	0
361-13	Jct Hwy 9 - Jct Hwy 47	55.2	341	6.87	5	1	0	6	0.87	1	0
	Subtotal - Hwy 361	**121.7**		**11.68**	**9**	**2**	**0**	**11**	**0.94**	**3**	**0**
363-01	Moose Jaw - Courval	73.6	545	14.64	4	0	0	4	0.27	0	0
363-02	Courval - Hodgeville	57.5	117	2.45	3	1	0	4	1.63	1	0
363-03	Hodgeville - Jct Hwy 4	69.9	266	6.79	1	1	0	2	0.29	1	0
	Subtotal - Hwy 363	**201.0**		**23.88**	**8**	**2**	**0**	**10**	**0.42**	**2**	**0**
364-01	Balgonie - Edgeley	37.3	349	4.75	1	1	0	2	0.42	2	0
365-01	Watrous - Plunkett	35.3	372	4.80	3	2	0	5	1.04	4	0
367-01	Eyebrow - Jct Hwy 19	23.8	277	2.41	0	0	0	0	0.00	0	0
368-01	Muenster - St. Brieux	56.5	453	9.35	1	1	0	2	0.21	3	0
368-02	St. Brieux - Beatty	33.4	739	9.00	3	1	0	4	0.44	1	0
	Subtotal - Hwy 368	**89.9**		**18.35**	**4**	**2**	**0**	**6**	**0.33**	**4**	**0**
369-01	Jct Hwy 10 - Togo	20.6	64	0.48	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	346	5.24	3	0	1	4	0.76	0	2

Traffic Accident Statistics - Section 11

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions					Persons	
					Property damage	Personal injury	Fatal	Total	Acc/ MvKm	Injured	Killed
373-01	Jct Hwy 42 - Birsay	14.0	136	0.69	2	0	0	2	2.88	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	138	2.52	1	0	0	1	0.40	0	0
376-01	Jct Hwy 14 - Arelee	29.4	207	2.22	2	0	0	2	0.90	0	0
376-02	Arelee - Sonningdale	26.1	127	1.21	0	0	0	0	0.00	0	0
376-03	Sonningdale - Maymont	21.4	228	1.78	0	1	0	1	0.56	2	0
376-04	Maymont - Jct Hwy 40	18.0	117	0.77	0	0	0	0	0.00	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	120	1.13	0	0	0	0	0.00	0	0
	Subtotal - Hwy 376	**120.7**		**7.11**	**2**	**1**	**0**	**3**	**0.42**	**2**	**0**
377-01	Radville - Ceylon	22.9	330	2.75	1	0	0	1	0.36	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	217	5.31	3	2	0	5	0.94	5	0
378-02	Rabbit Lake - Spiritwood	41.6	250	3.79	5	0	0	5	1.32	0	0
	Subtotal - Hwy 378	**108.6**		**9.10**	**8**	**2**	**0**	**10**	**1.10**	**5**	**0**
379-01	McMahon - Wymark	18.4	177	1.19	2	0	0	2	1.68	0	0
381-01	MacNutt - Jct Hwy 8	24.6	70	0.63	2	1	0	3	4.77	1	0
397-01	Allan - Elstow	12.4	670	3.03	0	1	0	1	0.33	1	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	322	5.90	0	1	0	1	0.17	3	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	225	4.54	2	2	0	4	0.88	2	0
903-03	Jct Hwy 965 - End	73.6	305	8.20	0	1	0	1	0.12	1	0
	Subtotal - Hwy 903	**179.2**		**18.64**	**2**	**4**	**0**	**6**	**0.32**	**6**	**0**
904-01	Jct Hwy 224 - Jct Hwy 903	73.4	86	2.30	3	1	0	4	1.74	1	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	120	2.97	2	0	0	2	0.67	0	0
905-02	Atwater L. Acc - Courtney L. Acc	79.3	100	2.90	3	0	0	3	1.04	0	0
905-03	Courtney L. Acc. - to W. Lodge	88.6	70	2.26	2	1	0	3	1.33	1	0
905-04	W. Lodge Access - Henday Lake	32.7	45	0.54	0	0	0	0	0.00	0	0
	Subtotal - Hwy 905	**268.3**		**8.66**	**7**	**1**	**0**	**8**	**0.92**	**1**	**0**
908-01	Jct Hwy 155 - End	20.6	257	1.93	2	0	0	2	1.03	0	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	50	0.55	0	1	1	2	3.65	2	1
910-01	Jct Hwy 165 - End	34.1	25	0.31	0	0	0	0	0.00	0	0
911-01	Jct Hwy 106 - Deschambault L.	30.6	30	0.34	0	1	0	1	2.98	5	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	30	0.74	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	30	0.38	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**102.0**		**1.12**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	140	2.09	0	0	0	0	0.00	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	129	1.14	1	0	0	1	0.87	0	0

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions					Persons	
					Property damage	Personal injury	Fatal	Total	Acc/ MvKm	Injured	Killed
	Subtotal - Hwy 913	**65.2**		**3.23**	**1**	**0**	**0**	**1**	**0.31**	**0**	**0**
914-01	Jct Hwy 165 - Pinehouse Lake	50.0	60	1.09	1	1	0	2	1.83	1	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	60	0.55	1	0	1	2	3.61	2	1
914-03	Churchill River - Key Lake	194.3	60	4.25	1	0	0	1	0.24	0	0
	Subtotal - Hwy 914	**269.5**		**5.90**	**3**	**1**	**1**	**5**	**0.85**	**3**	**1**
915-01	Jct Hwy 102 - Stanley Mission	35.8	140	1.83	1	1	0	2	1.09	1	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	119	1.80	0	0	0	0	0.00	0	0
916-02	Jct Hwy 921- Jct Hwy 917	48.7	90	1.60	0	0	0	0	0.00	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	108	0.80	0	1	0	1	1.24	6	0
	Subtotal - Hwy 916	**110.5**		**4.20**	**0**	**1**	**0**	**1**	**0.24**	**0**	**0**
917-01	Jct Hwy 916 - End	26.5	120	1.16	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (I.R. Bdry - End)	92.4	120	4.05	2	1	0	3	0.74	1	0
919-01	Jct Hwy 21 - Cold River	20.9	100	0.76	2	0	0	2	2.63	0	0
919-02	Cold River - SK Alta Border	34.9	67	0.85	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	**55.7**		**1.61**	**2**	**0**	**0**	**2**	**1.24**	**0**	**0**
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	30	0.04	0	0	0	0	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	30.8	61	0.69	1	0	0	1	1.46	0	0
922-02	N Jct Hwy 940 - Jct Hwy 916	61.3	31	0.69	2	0	0	2	2.88	0	0
	Subtotal - Hwy 922	**92.2**		**1.38**	**3**	**0**	**0**	**3**	**2.17**	**0**	**0**
923-01	Jct Hwy 922 - End	22.79	11	0.09	0	0	0	0		0	0
924-01	Jct Hwy 55 - Dore` Lake	65.3	54	1.29	0	0	0	0	0.00	0	0
925-01	Jct Hwy 155 - Dillon	58.8	111	2.38	1	2	0	3	1.26	5	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	10	0.08	1	0	0	1	12.34	0	0
	Subtotal - Hwy 925	**81.0**		**2.46**	**2**	**2**	**0**	**4**	**1.62**	**5**	**0**
926-01	Jct Hwy 120 - Jct Hwy 969	78.6	24	0.69	1	0	0	1	1.46	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	10	0.09	1	0	0	1	11.76	0	0
928-01	Jct Hwy 120-0.4Km SE of Park Bd.	12.5	10	0.05	0	0	0	0	0.00	0	0
930-01	Jct Hwy 2 - Jct Hwy 969	13.5	57	0.28	0	0	0	0	0.00	0	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
932-01	Jct Hwy 106 - Jct Hwy 920-03	21.2	10	0.08	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.1	10	0.04	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	10	0.03	0	0	0	0	0.00	0	0

Traffic Accident Statistics - Section 11

1999 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property damage	Personal injury	Fatal	Total		Injured	Killed
936-01	Jct Hwy 2 - End	42.3	6	0.09	0	0	0	0	0.00	0	0
937-01	Jct. Hwy 939 - End	14.7	18	0.10	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7km North	47.7	18	0.31	0	0	0	0	0.00	0	0
940-01	Jct Hwy 922 - End	8.5	84	0.26	0	0	0	0	0.00	0	0
941-01	Jct Hwy 904 - S Jct Hwy 951	21.9	117	0.93	1	1	0	2	2.14	3	0
943-01	Hwy 942 - Jct Hwy 946	27.6	10	0.10	0	0	0	0	0.00	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	38.5	10	0.14	0	0	0	0	0.00	0	0
945-01	23.3 Km S of Jct Hwy 943	29.0	10	0.11	2	0	0	2	18.89	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	148	1.90	0	0	0	0	0.00	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	354	4.19	4	0	0	4	0.96	0	0
955-04	La Loche - Cluff Lake	244.9	47	4.22	4	4	0	8	1.89	5	0
962-01	Eldorado - Uranium City	12.5	10	0.05	0	0	0	0	0.00	0	0
964-01	Black Lake - Stony Rapids	22.0	10	0.08	2	1	0	3	37.36	1	0
965-05	Jct Hwy 155 - Jct Hwy 903	49.1	145	2.60	5	2	0	7	2.69	3	0
969-01	Jct Hwy 2 - Jct Hwy 930	13.1	180	0.86	3	2	0	5	5.81	3	0
969-02	Jct Hwy 930 - Jcy Hwy 165	107.8	42	1.67	2	0	0	2	1.20	0	0
	Subtotal - Hwy 969	**120.9**		**2.53**	**5**	**2**	**0**	**7**	**2.77**	**3**	**0**
980-02	83.20 Km S of Armit Jct Hwy 3	84.0	41	1.26	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.8	36	0.35	1	0	0	1	2.84	0	0
982-02	Jct Hwy 983 - Jcy Hwy 9	30.6	29	0.32	0	0	0	0	0.00	0	0
	Subtotal - Hwy 969	**57.4**		**0.68**	**1**	**0**	**0**	**1**	**1.48**	**0**	**0**
983-02	Jct Hwy 982 - Jct Hwy 9	30.7	24	0.27	0	0	0	0	0.00	0	0
984-01	9 Km S of Jct Hwy 983-Jct Hwy 23	14.0	13	0.07	0	0	0	0	0.00	0	0
	Other*				47	17	1	65		27	1
GRAND TOTAL		**20,489**		**7,085**	**3,132**	**1,137**	**88**	**4,355**	**0.61**	**1,972**	**106**

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Number of Highway Collisions by Road Classification and Severity

Figure 11.2

Highway Road Classification		Collisions				Victims	
		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
110	Major Arterial	1,213	531	45	1,789	907	61
120	Minor Arterial	1,020	305	14	1,339	521	16
130	Collector	716	242	21	979	438	22
140	Local	182	59	6	247	106	7
	Not Stated	1	0	0	1	0	0
	TOTAL	**3,132**	**1,137**	**86**	**4,355**	**1,972**	**106**

1999 Traffic Collision Statistics

Figure 11.3

Urban communities with a population of 5,000 or more

Community	Census Population	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ 100 pop	Persons: Injured	Persons: Killed
Estevan	10,752	252	36	0	288	2.68	43	0
Humboldt	5,074	86	10	0	96	1.89	13	0
Lloydminster	7,636	182	61	0	243	3.18	97	0
Melfort	5,759	58	9	0	67	1.16	9	0
Moose Jaw	32,973	695	146	0	841	2.55	213	0
North Battleford	14,051	281	77	1	359	2.55	108	1
Prince Albert	34,777	586	158	5	749	2.15	244	5
Regina	180,400	4,702	1,326	5	6,033	3.34	1,824	5
Saskatoon	193,647	6,213	1,350	7	7,570	3.91	1,728	9
Swift Current	14,890	289	41	2	332	2.23	69	2
Weyburn	9,723	174	15	0	189	1.94	16	0
Yorkton	15,154	286	96	3	385	2.54	161	3
Total	**524,836**	**13,804**	**3,325**	**23**	**17,152**	**3.27**	**4,525**	**25**

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of the TAIS contacts in each city is provided below.

Estevan	Mr. Firoz Kara	634-1800
Lloydminster	Mr. Ed Thornhill	825-6184
Melfort	Mr. Jim McAlister	752-5911
Melville	Mr. Martin Kowalyk	728-6840
Moose Jaw	Mr. Dorian Wandzura	694-4473
North Battleford	Mr. Randy Steriloff	445-1735
Prince Albert	Mr. Ron Liebreich	953-4900
Regina	Ms. Monique Kealey	777-7424
Saskatoon	Mr. Don Cook	975-2642
Swift Current	Mr. Bert Enman	778-2777
Weyburn	Mr. Robert Kinash	848-3230
Yorkton	Mr. Matt Bernatt	786-1730

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas.

1999 Pedestrian Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.4

	Collisions				Persons	
Community	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	0	6	0	6	6	0
Humboldt	0	3	0	3	4	
Lloydminster	0	2	0	2	2	0
Melfort	0	1	0	1	1	0
Moose Jaw	0	14	0	14	14	0
North Battleford	0	7	0	7	7	0
Prince Albert	0	27	2	29	29	2
Regina	0	90	3	93	91	3
Saskatoon	0	114	0	114	116	0
Swift Current	0	1	0	1	3	0
Weyburn	0	0	0	0	0	0
Yorkton	0	7	0	7	7	0
Total	**0**	**272**	**5**	**277**	**280**	**5**

1999 Bicycle Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.5

	Collisions				Persons	
Community	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	0	2	0	2	2	0
Humboldt	0	1	0	1	1	0
Lloydminster	0	1	0	1	1	0
Melfort	1	1	0	2	1	0
Moose Jaw	5	9	0	14	9	0
North Battleford	1	4	0	5	4	0
Prince Albert	0	7	1	8	7	1
Regina	18	69	0	87	70	0
Saskatoon	25	74	1	100	75	1
Swift Current	0	4	0	4	4	0
Weyburn	0	2	0	2	2	0
Yorkton	0	1	0	1	1	0
Total	**50**	**175**	**2**	**227**	**177**	**2**

1999 Alcohol-Involved Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.6

	Collisions				Persons	
Community	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	10	2	0	12	2	0
Humboldt	2	0	0	2	0	0
Lloydminster	13	7	0	20	7	0
Melfort	4	1	0	5	1	0
Moose Jaw	25	11	0	36	22	0
North Battleford	12	9	0	21	13	0
Prince Albert	43	24	0	67	37	0
Regina	203	129	3	335	200	3
Saskatoon	202	53	3	258	84	4
Swift Current	12	1	2	15	5	2
Weyburn	3	1	0	4	1	0
Yorkton	14	4	2	20	10	2
Total	**543**	**242**	**10**	**795**	**382**	**11**

1999 Traffic Collision Statistics in Three Cities by Location

Collisions Listed Are in Order Of 1999 Collision Frequency

Figure 11.7

Saskatoon	Traffic Control	Collisions 1997	Collisions 1998	Collisions 1999	Collisions/ 10 mil veh*
Ave C & Circle Dr	Signal	63	80	82	51.65
Circle Dr & 22nd St	Signal	63	62	75	33.14
Confederation Dr & 22nd St	Signal	38	41	57	31.87
Acadia Dr & 8th St	Signal	24	35	56	40.27
Circle Dr & 8th St E	Signal	65	59	54	30.57
Idylwyld Dr & 22nd St	Signal	42	42	51	24.82
Millar Ave & 51st St	Signal	26	40	48	32.79
Faithful Ave & Circle Dr	Signal	32	53	42	26.15
Ave W & 22nd St	Signal	20	33	40	28.24
Idylwyld Dr & 33rd St	Signal	27	32	40	23.62
Millar Ave & Circle Dr	Signal	32	38	40	22.55
Wiggins Ave & College Dr	Signal	24	19	38	26.63
Preston Ave & 8th St	Signal	37	37	37	22.73
Warman Rd & Lenore Dr	Signal	46	51	37	25.86
Warman Rd & Circle Dr Overpass	Mid-Block	16	22	37	33.79
Regina					
Albert St & Saskatchewan Dr	Signal	42	65	73	54.05
4th Ave & Lewvan Dr	Signal	20	23	44	38.64
Ring Rd & Victoria Ave (E. & W. Int. combined)	Signal	34	39	42	15.30
Glencairn Rd & Victoria Ave	Signal	7	21	38	22.12
Arcola Ave & Victoria Ave	Signal	24	16	34	22.66
Pasqua St & Ring Rd	Signal	25	54	34	23.58
Fleet St & Victoria Ave	Signal	32	37	33	18.23
Albert St & Parliament Ave	Signal	24	33	33	25.11
Lewvan Dr & Saskatchewan Dr	Signal	27	27	33	27.90
4th Ave & Albert St	Signal	26	27	31	16.88
Broad St & Saskatchewan Dr	Signal	23	26	31	15.30
Albert St & Gordon Rd	Signal	23	29	30	23.15
Dewdney Ave & Lewvan Dr	Signal	30	33	30	16.12
Albert St & Avonhurst Dr	Signal	32	29	28	16.43
Elphinstone St & Saskatchewan Dr	Signal	16	21	26	33.13
Prince Albert					
2nd Ave W & 15th St	Signal	7	13	21	22.65
Hwy #55 Valleyview Dr	Mid-Block	5	4	17	77.63
2nd Ave W & 12th St	Signal	9	10	15	17.05
2nd Ave W & Marquis Rd	Signal	10	20	15	20.55
6th Ave E & 15th St	Signal	10	13	14	21.55
Hwy #2 - Diefenbaker Dr - S Bound	Mid-Block	1	2	13	29.68
1st Ave W & 15th St	Signal	5	4	12	54.79
2nd Ave W & 32nd St	Signal	8	8	11	13.70
6th Ave E & 28th St	Signal	9	5	10	19.29
2nd Ave W & 28th St	Signal	12	12	8	8.91
6th Ave W & 15th St	Signal	2	9	8	21.92
Central Ave & 28th St	Signal	6	7	8	16.73
6 Ave E: 28 St E - 31 St E	Mid-Block	2	2	7	15.98
2 Ave W & 13 St	Signal	5	5	7	7.55
2 Ave W & 22 St	Signal	3	7	6	7.37

* Collisions per 10 million vehicles travelling through the location

1999 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Census Population	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Coll/ 100 pop	Persons: Injured	Persons: Killed
Aberdeen	474	3	0	0	3	0.63	0	0
Air Ronge	957	6	1	0	7	0.73	1	0
Alameda	304	1	0	0	1	0.33	0	0
Allan	702	1	0	0	1	0.14	0	0
Arborfield	437	5	0	0	5	1.14	0	0
Archerwill	254	4	1	0	5	1.97	1	0
Arcola	517	4	1	0	5	0.97	1	0
Asquith	533	2	0	0	2	0.38	0	0
Assiniboia	2,653	50	10	0	60	2.26	13	0
Avonlea	402	0	0	0	0	0.00	0	0
Balcarres	661	7	3	0	10	1.51	6	0
Balgonie	1,132	8	1	0	9	0.80	2	0
Battleford	3,936	26	11	0	37	0.94	16	0
Beauval	785	2	1	0	3	0.38	1	0
Beechy	281	3	0	0	3	1.07	0	0
Bengough	488	4	0	0	4	0.82	0	0
Bethune	375	6	0	0	6	1.60	0	0
Bienfait	826	3	2	0	5	0.61	3	0
Big River	826	13	0	0	13	1.57	0	0
Biggar	2,351	33	2	0	35	1.49	5	0
Birch Hills	945	7	0	0	7	0.74	0	0
Bjorkdale	262	1	0	0	1	0.38	0	0
Blaine Lake	516	2	2	0	4	0.78	6	0
Bredenbury	368	1	0	0	1	0.27	0	0
Broadview	751	6	1	0	7	0.93	1	0
Bruno	648	9	0	0	9	1.39	0	0
Buchanan	279	0	0	0	0	0.00	0	0
Buena Vista	343	0	0	0	0	0.00	0	0
Buffalo Narrows	1,053	10	7	0	17	1.61	9	0
Burstall	426	2	0	0	2	0.47	0	0
Cabri	529	3	0	0	3	0.57	0	0
Canora	2,208	24	7	0	31	1.40	10	0
Canwood	345	2	1	0	3	0.87	2	0
Carievale	253	2	0	0	2	0.79	0	0
Carlyle	1,252	18	3	0	21	1.68	4	0
Carnduff	1,069	16	1	0	17	1.59	1	0
Caronport	1,147	0	0	0	0	0.00	0	0
Carrot River	1,032	6	1	0	7	0.68	1	0
Central Butte	521	6	0	0	6	1.15	0	0
Chaplin	314	1	0	0	1	0.32	0	0
Choiceland	417	1	0	0	1	0.24	0	0
Churchbridge	815	2	2	0	4	0.49	2	0
Clavet	339	0	0	0	0	0.00	0	0
Codette	278	0	0	0	0	0.00	0	0
Coleville	323	5	0	0	5	1.55	0	0
Colonsay	428	3	0	0	3	0.70	0	0
Coronach	949	5	0	0	5	0.53	0	0
Craik	441	4	0	0	4	0.91	0	0

1999 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Census Population	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Coll/ 100 pop	Persons: Injured	Persons: Killed
Craven	278	1	0	0	1	0.36	0	0
Creighton	1,713	8	1	0	9	0.53	1	0
Cudworth	752	8	0	0	8	1.06	0	0
Cumberland House	836	3	2	0	5	0.60	6	0
Cupar	592	3	1	0	4	0.68	1	0
Cut Knife	585	4	1	0	5	0.85	3	0
Dalmeny	1,470	3	2	0	5	0.34	3	0
Davidson	1,105	16	5	0	21	1.90	7	0
Debden	423	3	0	0	3	0.71	0	0
Delisle	840	8	0	0	8	0.95	0	0
Denare Beach	776	3	1	0	4	0.52	1	0
Deschambault Lake	695	1	1	0	2	0.29	5	0
Dinsmore	328	4	0	0	4	1.22	0	0
Duck Lake	667	7	3	0	10	1.50	6	0
Dundurn	476	4	1	0	5	1.05	1	0
Earl Grey	268	3	0	0	3	1.12	0	0
Eastend	616	6	1	0	7	1.14	1	0
Eatonia	469	3	0	0	3	0.64	0	0
Edam	398	2	0	0	2	0.50	0	0
Elbow	295	0	0	0	0	0.00	0	0
Elrose	557	2	0	0	2	0.36	0	0
Esterhazy	2,602	29	0	0	29	1.11	0	0
Eston	1,119	20	0	0	20	1.79	0	0
Fillmore	286	4	0	0	4	1.40	0	0
Flin Flon	289	5	0	0	5	1.73	0	0
Foam Lake	1,303	4	1	0	5	0.38	1	0
Fort Qu'Appelle	1,997	42	9	0	51	2.55	13	0
Fox Valley	359	3	0	0	3	0.84	0	0
Frontier	309	1	0	0	1	0.32	0	0
Gainsborough	296	2	1	0	3	1.01	1	0
Glaslyn	374	3	0	0	3	0.80	0	0
Goodsoil	278	1	0	0	1	0.36	0	0
Govan	316	0	0	0	0	0.00	0	0
Grand Coulee	336	0	0	0	0	0.00	0	0
Gravelbourg	1,211	19	0	0	19	1.57	0	0
Green Lake	536	0	0	0	0	0.00	0	0
Grenfell	1,106	11	4	0	15	1.36	6	0
Gull Lake	1,078	14	3	0	17	1.58	5	0
Hafford	424	1	0	0	1	0.24	0	0
Hague	688	8	1	0	9	1.31	2	0
Hanley	491	2	0	0	2	0.41	0	0
Hepburn	442	3	1	0	4	0.90	3	0
Herbert	855	6	2	0	8	0.94	5	0
Hudson Bay	1,883	30	3	0	33	1.75	8	0
Imperial	382	1	1	0	2	0.52	3	0
Indian Head	1,833	23	6	0	29	1.58	8	0
Invermay	295	4	1	0	5	1.69	2	0
Ituna	743	11	1	1	13	1.75	3	1

1999 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Census Population	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Coll/ 100 pop	Persons: Injured	Persons: Killed
Kamsack	2,264	24	3	0	27	1.19	4	0
Kelliher	338	2	0	0	2	0.59	0	0
Kelvington	1,046	6	0	0	6	0.57	0	0
Kenaston	323	5	0	0	5	1.55	0	0
Kerrobert	1,109	9	1	0	10	0.90	1	0
Kindersley	4,679	92	11	0	103	2.20	14	0
Kinistino	691	6	2	0	8	1.16	6	0
Kipling	1,004	11	2	0	13	1.29	5	0
Kyle	479	1	1	0	2	0.42	1	0
La Loche	1,966	9	5	1	15	0.76	9	1
La Ronge	2,964	17	4	0	21	0.71	5	0
Lafleche	476	5	0	0	5	1.05	0	0
Lake Lenore	290	1	0	0	1	0.34	0	0
Lampman	648	4	1	0	5	0.77	1	0
Langenburg	1,119	11	2	0	13	1.16	5	0
Langham	1,104	5	1	0	6	0.54	2	0
Lanigan	1,368	11	2	0	13	0.95	2	0
Lashburn	674	4	2	0	6	0.89	3	0
Leader	983	13	2	0	15	1.53	2	0
Leask	435	2	2	0	4	0.92	2	0
Lemberg	353	2	0	0	2	0.57	0	0
Leoville	359	4	0	0	4	1.11	0	0
Leroy	420	2	0	0	2	0.48	0	0
Lestock	301	2	1	0	3	1.00	1	0
Lipton	345	2	0	0	2	0.58	0	0
Loon Lake	390	2	0	0	2	0.51	0	0
Lucky Lake	353	6	0	0	6	1.70	0	0
Lumsden	1,530	14	0	0	14	0.92	0	0
Luseland	622	6	0	0	6	0.96	0	0
Macklin	1,281	8	1	0	9	0.70	2	0
Maidstone	962	8	0	0	8	0.83	0	0
Mankota	326	0	0	1	1	0.31	0	1
Manor	347	4	1	0	5	1.44	1	0
McLean	2,307	40	2	0	42	1.82	2	0
Marsden	263	0	0	0	0	0.00	0	0
Marshall	605	0	0	0	0	0.00	0	0
Martensville	3,477	15	2	0	17	0.49	3	0
Maryfield	363	2	0	0	2	0.55	0	0
Mclean	262	0	0	0	0	0.00	0	0
Meadow Lake	4,813	80	23	0	103	2.14	33	0
Melville	4,646	57	14	0	71	1.53	21	0
Meota	274	0	0	0	0	0.00	0	0
Midale	522	3	0	0	3	0.57	0	0
Middle Lake	268	2	0	0	2	0.75	0	0
Milestone	540	3	0	0	3	0.56	0	0
Montmartre	485	5	0	0	5	1.03	0	0
Moosomin	2,420	35	7	0	42	1.74	7	0
Morse	284	1	0	0	1	0.35	0	0

1999 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

		Collisions						
	Census	Property	Personal			Coll/	Persons	
Community	Population	damage	injury	Fatal	Total	100 pop	injured	Killed
Mortlach	276	2	0	0	2	0.72	0	0
Mossbank	410	5	0	0	5	1.22	0	0
Muenster	381	2	0	0	2	0.52	0	0
Naicam	789	5	0	0	5	0.63	0	0
Neilburg	345	4	1	0	5	1.45	1	0
Neudorf	331	1	0	0	1	0.30	0	0
Nipawin	4,318	53	7	0	60	1.39	9	0
Nokomis	469	2	3	0	5	1.07	6	0
Norquay	505	4	1	0	5	0.99	1	0
Odessa	268	1	0	0	1	0.37	0	0
Ogema	349	2	0	0	2	0.57	0	0
Osler	618	1	1	0	2	0.32	1	0
Outlook	2,116	32	4	0	36	1.70	11	0
Oxbow	1,163	20	2	0	22	1.89	2	0
Pangman	251	2	0	0	2	0.80	0	0
Paradise Hill	466	2	0	0	2	0.43	0	0
Pelican Narrows	445	1	5	0	6	1.35	5	0
Pelly	331	1	0	0	1	0.30	0	0
Pense	534	5	1	0	6	1.12	1	0
Perdue	403	4	1	0	5	1.24	2	0
Pierceland	488	1	0	0	1	0.20	0	0
Pilot Butte	1,469	2	3	0	5	0.34	5	0
Ponteix	544	5	0	0	5	0.92	0	0
Porcupine Plain	866	2	0	0	2	0.23	0	0
Preeceville	1,148	10	1	0	11	0.96	1	0
Punnichy	338	5	0	0	5	1.48	0	0
Qu'Appelle	632	6	2	0	8	1.27	2	0
Quill Lake	463	5	0	0	5	1.08	0	0
Radisson	403	5	1	0	6	1.49	2	0
Radville	823	7	0	0	7	0.85	0	0
Raymore	667	7	2	0	9	1.35	4	0
Redvers	965	19	3	0	22	2.28	5	0
Regina Beach	984	11	3	0	14	1.42	6	0
Rocanville	875	6	1	0	7	0.80	3	0
Rockglen	481	6	0	0	6	1.25	0	0
Rose Valley	406	2	0	0	2	0.49	0	0
Rosetown	2,496	29	2	0	31	1.24	4	0
Rosthern	1,564	12	4	0	16	1.02	7	0
Rouleau	449	2	0	0	2	0.45	0	0
Saltcoats	531	2	0	0	2	0.38	0	0
Sandy Bay	959	11	0	0	11	1.15	0	0
Sedley	305	1	1	0	2	0.66	2	0
Semans	315	5	0	0	5	1.59	0	0
Shaunavon	1,857	22	0	0	22	1.18	0	0
Shellbrook	1,234	14	2	0	16	1.30	2	0
Southey	679	6	1	0	7	1.03	2	0
Spalding	281	2	1	0	3	1.07	2	0
Spiritwood	924	8	1	0	9	0.97	1	0

1999 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Census Population	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Coll/ 100 pop	Persons injured	Persons killed
Springside	542	1	0	0	1	0.18	0	0
Spy Hill	264	0	0	0	0	0.00	0	0
St Brieux	507	2	2	0	4	0.79	2	0
St Louis	437	4	1	0	5	1.14	1	0
St Walburg	685	8	2	0	10	1.46	2	0
Star City	492	3	0	0	3	0.61	0	0
Stockholm	356	2	1	0	3	0.84	1	0
Stoughton	726	9	0	0	9	1.24	0	0
Strasbourg	760	8	0	0	8	1.05	0	0
Sturgis	684	8	0	0	8	1.17	0	0
Theodore	434	1	0	0	1	0.23	0	0
Tisdale	2,966	40	2	0	42	1.42	4	0
Torquay	285	3	0	0	3	1.05	0	0
Turtleford	467	6	0	0	6	1.28	0	0
Unity	2,200	18	6	0	24	1.09	13	0
Vanscoy	316	2	1	0	3	0.95	1	0
Vibank	363	1	0	0	1	0.28	0	0
Viscount	295	2	1	0	3	1.02	1	0
Vonda	289	0	0	0	0	0.00	0	0
Wadena	1,477	20	0	0	20	1.35	0	0
Wakaw	869	13	1	0	14	1.61	2	0
Waldeck	335	0	0	0	0	0.00	0	0
Waldheim	841	5	1	0	6	0.71	1	0
Wapella	387	1	1	0	2	0.52	2	0
Warman	2,839	15	2	0	17	0.60	4	0
Watrous	1,860	20	3	0	23	1.24	8	0
Watson	837	6	1	0	7	0.84	1	0
Wawota	620	7	0	0	7	1.13	0	0
White City	905	4	1	0	5	0.55	2	0
White Fox	402	0	0	0	0	0.00	0	0
Whitewood	985	7	2	0	9	0.91	5	0
Wilcox	311	1	0	0	1	0.32	0	0
Wilkie	1,364	15	1	0	16	1.17	1	0
Willow Bunch	431	2	1	0	3	0.70	2	0
Wolseley	821	10	3	0	13	1.58	4	0
Wynyard	1,954	37	2	0	39	2.00	3	0
Yellow Grass	488	1	0	0	1	0.20	0	0
Young	320	2	0	0	2	0.63	0	0
Zenon Park	259	2	0	0	2	0.77	0	0
Total	**195,480**	**1,845**	**292**	**3**	**2,140**	**1.09**	**459**	**3**
Summary of Urban Collisions								
Communities under 250	27,768	122	19	2	143	0.51	27	2
Communities 250 to 5,000	195,480	1,845	292	3	2,140	1.09	459	3
Communities over 5,000	524,836	13,804	3,325	23	17,152	3.27	4,525	25
Total - All Communities	**748,084**	**15,771**	**3,638**	**28**	**19,435**	**2.60**	**5,011**	**30**

1999 Traffic Collision Statistics by Rural Municipality

Figure 11.9

Rural Municipality	Census Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100pop	Persons Injured	Persons Killed
001 Argyle	301	4.30	6	3	0	9	2.10	2.99	5	0
002 Mount Pleasant	477	8.63	4	1	0	5	0.58	1.05	1	0
003 Enniskillen	523	6.86	4	1	0	5	0.73	0.96	1	0
004 Coalfields	419	9.86	7	4	0	11	1.12	2.63	4	0
005 Estevan	1,078	7.57	9	5	0	14	1.85	1.30	8	0
006 Cambria	344	3.50	6	0	0	6	1.71	1.74	0	0
007 Souris Valley	422	4.62	3	0	0	3	0.65	0.71	0	0
008 Lake Alma	335	3.56	2	0	0	2	0.56	0.60	0	0
009 Surprise Valley	231	2.25	0	0	0	0	0.00	0.00	0	0
010 Happy Valley	217	1.17	1	0	0	1	0.86	0.46	0	0
011 Hart Butte	340	6.51	4	2	0	6	0.92	1.76	2	0
012 Poplar Valley	307	3.12	4	1	0	5	1.60	1.63	1	0
017 Val Marie	523	5.11	2	2	0	4	0.78	0.76	2	0
018 Lone Tree	203	2.31	0	1	0	1	0.43	0.49	1	0
019 Frontier	333	3.53	2	1	0	3	0.85	0.90	1	0
031 Storthoaks	462	4.57	4	5	0	9	1.97	1.95	5	0
032 Reciprocity	475	8.81	7	0	0	7	0.79	1.47	0	0
033 Moose Creek	416	8.77	2	0	0	2	0.23	0.48	0	0
034 Browning	552	14.30	14	4	0	18	1.26	3.26	6	0
035 Benson	435	8.23	6	0	0	6	0.73	1.38	0	0
036 Cymri	517	13.77	10	4	0	14	1.02	2.71	5	0
037 Lomond	381	10.37	3	4	0	7	0.68	1.84	4	0
038 Laurier	434	7.03	6	1	0	7	1.00	1.61	1	0
039 The Gap	278	3.89	5	1	0	6	1.54	2.16	1	0
040 Bengough	405	5.67	3	1	0	4	0.71	0.99	1	0
042 Willow Bunch	514	4.95	7	2	0	9	1.82	1.75	5	0
043 Old Post	531	5.06	5	1	0	6	1.19	1.13	1	0
044 Waverley	428	4.16	1	1	0	2	0.48	0.47	1	0
045 Mankota	506	4.66	1	0	0	1	0.21	0.20	0	0
046 Glen McPherson	202	1.73	1	0	0	1	0.58	0.50	0	0
049 White Valley	615	11.01	11	2	0	13	1.18	2.11	7	0
051 Reno	539	3.73	7	0	0	7	1.88	1.30	0	0
061 Antler	664	8.39	1	0	0	1	0.12	0.15	0	0
063 Moose Mountain	565	7.81	7	1	0	8	1.02	1.42	2	0
064 Brock	356	9.45	6	4	0	10	1.06	2.81	7	0
065 Tecumseh	359	6.21	4	0	0	4	0.64	1.11	0	0
066 Griffin	421	9.17	1	0	0	1	0.11	0.24	0	0
067 Weyburn	867	8.50	6	1	0	7	0.82	0.81	1	0
068 Brokenshell	340	3.82	0	1	0	1	0.26	0.29	2	0
069 Norton	296	3.85	3	2	0	5	1.30	1.69	2	0
070 Key West	470	5.21	4	1	0	5	0.96	1.06	1	0
071 Excel	563	5.58	4	0	0	4	0.72	0.71	0	0
072 Lake of Rivers	423	7.00	4	0	0	4	0.57	0.95	0	0
073 Stonehenge	592	4.84	6	0	0	6	1.24	1.01	0	0
074 Wood River	437	4.46	2	0	0	2	0.45	0.46	0	0
075 Pinto Creek	271	3.66	4	0	0	4	1.09	1.48	0	0
076 Auvergne	430	5.32	5	1	0	6	1.13	1.40	1	0
077 Wise Creek	297	2.40	2	1	0	3	1.25	1.01	1	0

1999 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100pop	Persons Injured	Killed
078	Grassy Creek	416	3.20	4	5	0	9	2.82	2.16	7	0
079	Arlington	335	5.04	4	1	0	5	0.99	1.49	1	0
091	Maryfield	479	5.45	3	1	0	4	0.73	0.84	1	0
092	Walpole	454	7.21	8	1	0	9	1.25	1.98	1	0
093	Wawken	708	6.92	10	0	0	10	1.45	1.41	0	0
094	Hazelwood	398	8.54	8	2	0	10	1.17	2.51	5	0
095	Golden West	547	8.38	6	0	0	6	0.72	1.10	0	0
096	Fillmore	344	8.27	6	0	0	6	0.73	1.74	0	0
097	Wellington	403	4.66	4	2	0	6	1.29	1.49	2	0
098	Scott	299	6.15	0	1	0	1	0.16	0.33	1	0
099	Caledonia	409	4.90	3	2	0	5	1.02	1.22	2	0
100	Elmsthorpe	328	5.04	2	0	1	3	0.59	0.91	0	1
101	Terrell	343	3.86	2	1	0	3	0.78	0.87	1	0
102	Lake Johnston	195	3.12	6	0	0	6	1.92	3.08	0	0
103	Sutton	344	5.19	4	1	0	5	0.96	1.45	1	0
104	Gravelbourg	491	4.06	7	0	0	7	1.72	1.43	0	0
105	Glen Bain	388	3.89	4	0	0	4	1.03	1.03	0	0
106	Whiska Creek	505	4.77	5	1	0	6	1.26	1.19	1	0
107	Lac Pelletier	498	4.09	2	0	0	2	0.49	0.40	0	0
108	Bone Creek	458	5.41	1	3	0	4	0.74	0.87	10	0
109	Carmichael	462	4.74	4	2	0	6	1.27	1.30	2	0
110	Piapot	380	7.24	5	4	0	9	1.24	2.37	5	0
111	Maple Creek	1,193	10.55	13	2	0	15	1.42	1.26	2	0
121	Moosomin	530	7.26	9	0	0	9	1.24	1.70	0	0
122	Martin	370	8.74	6	2	0	8	0.92	2.16	3	0
123	Silverwood	608	8.28	5	0	0	5	0.60	0.82	0	0
124	Kingsley	524	9.65	5	1	0	6	0.62	1.15	1	0
125	Chester	521	6.31	10	0	0	10	1.59	1.92	0	0
126	Montmartre	574	8.53	12	5	0	17	1.99	2.96	8	0
127	Francis	805	9.32	12	2	0	14	1.50	1.74	2	0
128	Lajord	1,034	8.04	6	4	0	10	1.24	0.97	7	0
129	Bratt's Lake	371	5.76	3	5	0	8	1.39	2.16	7	0
130	Redburn	313	6.18	2	1	0	3	0.49	0.96	1	0
131	Baildon	694	5.35	5	0	0	5	0.93	0.72	0	0
132	Hillsborough	154	0.87	0	0	0	0	0.00	0.00	0	0
133	Rodgers	157	2.48	5	0	0	5	2.02	3.18	0	0
134	Shamrock	312	2.76	1	0	0	1	0.36	0.32	0	0
135	Lawtonia	461	3.91	2	0	0	2	0.51	0.43	0	0
136	Coulee	663	4.79	1	0	0	1	0.21	0.15	0	0
137	Swift Current	1,547	9.69	7	4	1	12	1.24	0.78	6	3
138	Webb	465	6.64	3	1	0	4	0.60	0.86	1	0
139	Gull Lake	282	4.98	1	1	0	2	0.40	0.71	4	0
141	Big Stick	215	3.05	1	1	0	2	0.66	0.93	1	0
142	Enterprise	265	6.39	9	1	0	10	1.56	3.77	3	0
151	Rocanville	627	7.03	10	3	0	13	1.85	2.07	5	0
152	Spy Hill	496	5.93	14	4	0	18	3.04	3.63	7	0
153	Willowdale	408	6.36	1	0	0	1	0.16	0.25	0	0
154	Elcapo	663	10.61	15	7	0	22	2.07	3.32	11	0

1999 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100pop	Persons Injured	Persons Killed
155	Wolseley	549	8.27	8	5	0	13	1.57	2.37	9	0
156	Indian Head	449	9.23	4	0	0	4	0.43	0.89	0	0
157	South Qu'Appelle	1,135	7.72	6	1	1	8	1.04	0.70	2	1
158	Edenwold	2,738	14.53	11	8	0	19	1.31	0.69	12	0
159	Sherwood	1,056	27.68	30	14	0	44	1.59	4.17	20	0
160	Pense	536	10.72	6	5	0	11	1.03	2.05	11	0
161	Moose Jaw	1,856	9.22	9	7	0	16	1.73	0.86	13	0
162	Caron	534	3.93	4	4	0	8	2.04	1.50	4	0
163	Wheatlands	226	3.76	2	0	0	2	0.53	0.88	0	0
164	Chaplin	198	2.43	0	0	0	0	0.00	0.00	0	0
165	Morse	528	7.29	7	2	0	9	1.23	1.70	3	0
166	Excelsior	892	10.09	0	1	1	2	0.20	0.22	1	1
167	Saskatchewan Landing	529	4.89	2	0	0	2	0.41	0.38	0	0
168	Riverside	552	9.72	3	3	1	7	0.72	1.27	4	1
169	Pittville	291	4.77	1	3	0	4	0.84	1.37	4	0
171	Fox Valley	387	6.13	5	3	0	8	1.31	2.07	4	0
181	Langenburg	768	7.30	14	7	0	21	2.88	2.73	12	0
183	Fertile Belt	962	10.11	35	3	0	38	3.76	3.95	3	0
184	Grayson	653	6.97	8	4	1	13	1.86	1.99	4	1
185	McLeod	677	8.64	10	2	1	13	1.50	1.92	3	1
186	Abernethy	497	6.41	7	2	0	9	1.40	1.81	2	0
187	North Qu'Appelle	828	7.31	5	7	1	13	1.78	1.57	12	1
189	Lumsden	1,376	13.40	10	7	0	17	1.27	1.24	8	0
190	Dufferin	582	6.85	4	1	0	5	0.73	0.86	1	0
191	Marquis	445	5.12	4	0	0	4	0.78	0.90	0	0
193	Eyebrow	318	4.37	1	1	0	2	0.46	0.63	1	0
194	Enfield	414	5.37	3	1	1	5	0.93	1.21	2	4
211	Churchbridge	876	5.72	7	0	0	7	1.22	0.80	0	0
213	Saltcoats	886	8.82	15	1	0	16	1.81	1.81	2	0
214	Cana	1,014	5.78	9	3	0	12	2.08	1.18	4	0
215	Stanley	696	7.90	4	1	0	5	0.63	0.72	1	0
216	Tullymet	331	3.18	3	0	0	3	0.94	0.91	0	0
217	Lipton	533	6.25	0	2	0	2	0.32	0.38	3	0
218	Cupar	576	7.54	5	2	0	7	0.93	1.22	2	0
219	Longlaketon	973	10.18	8	4	0	12	1.18	1.23	4	0
220	McKillop	545	6.37	3	0	0	3	0.47	0.55	0	0
221	Sarnia	327	8.29	7	3	0	10	1.21	3.06	4	0
222	Craik	351	6.92	1	1	0	2	0.29	0.57	2	0
223	Huron	277	3.35	1	1	0	2	0.60	0.72	1	0
224	Maple Bush	221	4.53	2	1	0	3	0.66	1.36	1	0
225	Canaan	171	3.28	3	0	0	3	0.91	1.75	0	0
226	Victory	494	4.01	8	1	1	10	2.50	2.02	7	1
228	Lacadena	786	8.03	6	5	0	11	1.37	1.40	5	0
229	Miry Creek	600	8.19	3	1	0	4	0.49	0.67	1	0
230	Clinworth	331	5.70	7	0	0	7	1.23	2.11	0	0
231	Happyland	432	8.24	5	2	0	7	0.85	1.62	2	0
232	Deer Forks	242	3.70	4	1	1	6	1.62	2.48	2	1
241	Calder	542	3.75	6	0	0	6	1.60	1.11	0	0

1999 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions Property Damage	Collisions Personal injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100pop	Persons injured	Persons killed
243	Wallace	1,044	8.52	15	1	0	16	1.88	1.53	2	0
244	Orkney	1,810	8.52	10	3	0	13	1.53	0.72	3	0
245	Garry	565	4.88	5	2	0	7	1.43	1.24	2	0
246	Ituna Bon Accord	559	5.55	5	0	0	5	0.90	0.89	0	0
247	Kellross	541	7.15	3	1	0	4	0.56	0.74	1	0
248	Touchwood	413	6.03	6	1	0	7	1.16	1.69	1	0
250	Last Mountain Valley	395	6.48	7	1	0	8	1.24	2.03	1	0
251	Big Arm	299	5.56	1	1	0	2	0.36	0.67	2	0
252	Arm River	304	6.87	0	2	0	2	0.29	0.66	2	0
253	Willner	316	5.67	2	2	0	4	0.71	1.27	2	0
254	Loreburn	422	6.97	1	3	0	4	0.57	0.95	3	0
255	Coteau	475	4.73	2	2	0	4	0.85	0.84	2	0
256	King George	309	2.59	1	0	0	1	0.39	0.32	0	0
257	Monet	613	6.86	3	1	0	4	0.58	0.65	2	0
259	Snipe Lake	598	7.87	4	1	0	5	0.64	0.84	1	0
260	Newcombe	349	4.57	3	0	0	3	0.66	0.86	0	0
261	Chesterfield	598	6.56	10	1	0	11	1.68	1.84	1	0
271	Cote	687	4.30	1	4	0	5	1.16	0.73	4	0
273	Sliding Hills	650	9.83	3	1	0	4	0.41	0.62	1	0
274	Goodlake	722	7.33	9	2	0	11	1.50	1.52	3	0
275	Insinger	567	6.97	12	2	0	14	2.01	2.47	4	0
276	Foam Lake	838	11.46	13	2	0	15	1.31	1.79	2	0
277	Emerald	644	5.85	5	4	0	9	1.54	1.40	4	0
278	Kutawa	352	6.00	5	1	1	7	1.17	1.99	5	1
279	Mount Hope	644	8.44	6	3	0	9	1.07	1.40	4	0
280	Wreford	232	4.29	2	0	0	2	0.47	0.86	0	0
281	Wood Creek	351	3.80	3	0	0	3	0.79	0.85	0	0
282	McCraney	478	5.52	2	2	0	4	0.72	0.84	2	0
283	Rosedale	520	6.12	5	0	0	5	0.82	0.96	0	0
284	Rudy	428	4.24	0	3	0	3	0.71	0.70	5	0
285	Fertile Valley	610	3.77	1	1	0	2	0.53	0.33	1	0
286	Milden	326	4.50	4	2	0	6	1.33	1.84	2	0
287	St Andrews	620	6.47	5	3	0	8	1.24	1.29	5	0
288	Pleasant Valley	418	2.70	8	2	0	10	3.71	2.39	2	0
290	Kindersley	1,188	9.38	12	2	0	14	1.49	1.18	4	0
292	Milton	227	3.06	6	0	0	6	1.96	2.64	0	0
301	St Philips	331	3.18	2	1	0	3	0.94	0.91	1	0
303	Keys	448	6.02	5	2	0	7	1.16	1.56	4	0
304	Buchanan	546	4.83	1	2	0	3	0.62	0.55	2	0
305	Invermay	514	4.94	2	3	0	5	1.01	0.97	4	0
307	Elfros	615	6.54	4	2	0	6	0.92	0.98	4	0
308	Big Quill	748	8.01	7	4	0	11	1.37	1.47	12	0
309	Prairie Rose	364	6.10	2	3	0	5	0.82	1.37	3	0
310	Usborne	598	10.91	9	2	0	11	1.01	1.84	2	0
312	Morris	448	7.48	7	4	0	11	1.47	2.46	7	0
313	Lost River	230	4.05	0	2	0	2	0.49	0.87	2	0
314	Dundurn	555	3.86	2	1	0	3	0.78	0.54	3	0
315	Montrose	693	3.12	3	0	0	3	0.96	0.43	0	0

1999 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Persons: Injured	Persons: Killed
316	Harris	276	4.10	5	1	0	6	1.46	2.17	1	0
317	Marriott	493	3.51	5	2	0	7	2.00	1.42	8	0
318	Mountain View	371	3.38	1	2	0	3	0.89	0.81	3	0
319	Winslow	390	5.86	5	0	0	5	0.85	1.28	0	0
320	Oakdale	354	5.71	6	1	0	7	1.23	1.98	1	0
321	Prairiedale	263	4.16	2	1	0	3	0.72	1.14	1	0
322	Antelope Park	179	2.14	5	0	0	5	2.34	2.79	0	0
331	Livingstone	497	6.54	5	1	0	6	0.92	1.21	1	0
333	Clayton	886	9.14	7	2	1	10	1.09	1.13	2	6
334	Preeceville	1,202	12.15	16	2	0	18	1.48	1.50	3	0
335	Hazel Dell	796	6.14	7	3	0	10	1.63	1.26	4	0
336	Sasman	1,031	10.55	12	3	0	15	1.42	1.45	6	0
337	Lakeview	585	6.57	5	1	0	6	0.91	1.03	1	0
338	Lakeside	523	4.76	10	0	1	11	2.31	2.10	0	1
339	Leroy	667	8.47	5	4	1	10	1.18	1.50	4	1
340	Wolverine	541	6.52	7	1	0	8	1.23	1.48	3	0
341	Viscount	494	6.26	0	1	0	1	0.16	0.20	1	0
342	Colonsay	322	4.03	2	1	1	4	0.99	1.24	1	1
343	Blucher	1,155	9.01	5	4	0	9	1.00	0.78	5	0
344	Corman Park	7,152	63.48	77	29	0	106	1.67	1.48	48	0
345	Vanscoy	2,423	11.10	14	4	0	18	1.62	0.74	5	0
346	Perdue	439	3.87	4	1	0	5	1.29	1.14	1	0
347	Biggar	1,022	4.90	13	3	0	16	3.27	1.57	4	0
349	Grandview	480	3.18	3	0	0	3	0.94	0.63	0	0
350	Mariposa	291	2.73	3	2	0	5	1.83	1.72	2	0
351	Progress	377	5.68	6	2	0	8	1.41	2.12	4	0
352	Heart's Hill	359	7.52	8	1	0	9	1.20	2.51	1	0
366	Kelvington	668	8.19	8	0	0	8	0.98	1.20	0	0
367	Ponass Lake	767	8.26	7	2	0	9	1.09	1.17	2	0
368	Spalding	681	7.93	1	4	0	5	0.63	0.73	6	0
369	St Peter	949	12.00	7	1	0	8	0.67	0.84	3	0
370	Humboldt	960	11.63	10	3	0	13	1.12	1.35	4	0
371	Bayne	615	7.87	9	2	0	11	1.40	1.79	5	0
372	Grant	490	5.27	5	0	0	5	0.95	1.02	0	0
373	Aberdeen	758	6.99	5	4	1	10	1.43	1.32	5	1
376	Eagle Creek	601	3.42	2	2	0	4	1.17	0.67	4	0
377	Glenside	394	3.48	2	1	0	3	0.86	0.76	1	0
378	Rosemount	208	2.35	3	2	0	5	2.12	2.40	2	0
379	Reford	367	3.56	7	1	0	8	2.25	2.18	1	0
380	Tramping Lake	408	2.61	2	0	0	2	0.77	0.49	0	0
381	Grass Lake	553	3.97	4	3	0	7	1.76	1.27	7	0
382	Eye Hill	691	8.21	3	4	0	7	0.85	1.01	4	0
394	Hudson Bay	1,577	6.72	10	3	0	13	1.93	0.82	3	0
395	Porcupine	1,150	12.16	14	0	0	14	1.15	1.22	0	0
397	Barrier Valley	615	4.85	2	1	0	3	0.62	0.49	1	0
398	Pleasantdale	709	8.74	2	2	0	4	0.46	0.56	7	0
399	Lake Lenore	555	7.62	5	0	0	5	0.66	0.90	0	0
400	Three Lakes	682	10.47	3	1	0	4	0.38	0.59	2	0

1999 Traffic Collision Statistics by Rural Municipality

Figure 11.9

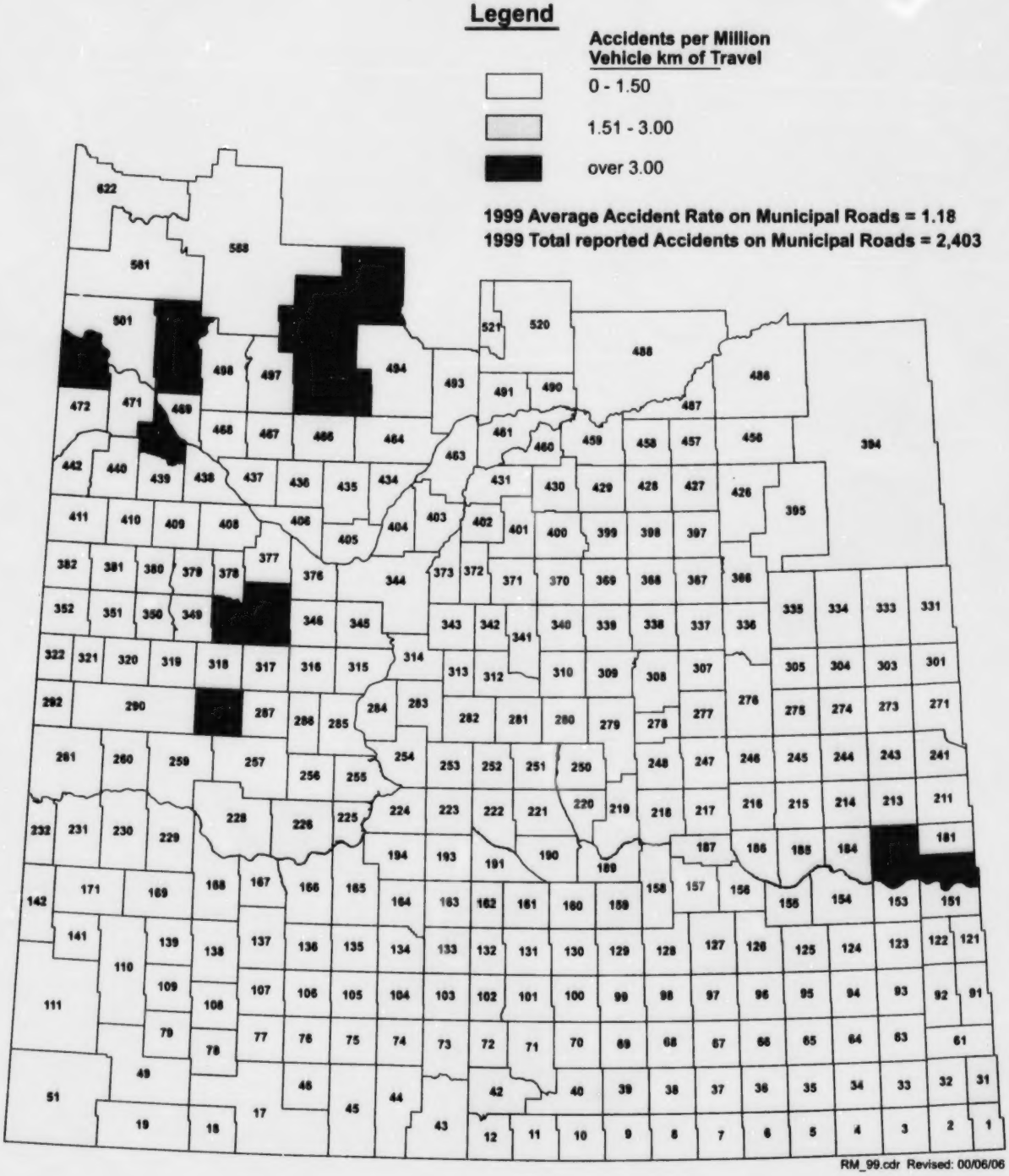
	Rural Municipality	Census Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100pop	Persons injured	Persons killed
401	Hoodoo	676	8.98	3	3	0	6	0.67	0.89	4	0
402	Fish Creek	380	4.87	7	1	0	8	1.64	2.11	1	0
403	Rosthern	1,816	13.17	6	2	1	9	0.68	0.50	4	1
404	Laird	1,070	8.61	5	2	0	7	0.81	0.65	3	0
405	Great Bend	542	4.81	0	2	0	2	0.42	0.37	2	0
406	Mayfield	484	3.07	2	0	1	3	0.98	0.62	3	1
408	Prairie	559	3.81	2	1	1	4	1.05	0.72	1	1
409	Buffalo	473	3.63	2	2	0	4	1.10	0.85	3	0
410	Round Valley	474	3.25	2	1	0	3	0.92	0.63	3	0
411	Senlac	296	4.91	7	3	0	10	2.04	3.38	5	0
426	Bjorkdale	1,111	9.13	10	1	0	11	1.20	0.99	1	0
427	Tisdale	1,137	7.01	10	3	0	13	1.85	1.14	3	0
428	Star City	1,052	10.30	7	3	0	10	0.97	0.95	7	0
429	Flett Springs	822	10.50	5	2	0	7	0.67	0.85	2	0
430	Invergordon	724	6.76	6	1	0	7	1.03	0.97	2	0
431	St Louis	1,227	8.12	11	1	0	12	1.48	0.98	4	0
434	Blaine Lake	374	4.76	1	1	0	2	0.42	0.53	2	0
435	Redberry	464	5.30	6	1	0	7	1.32	1.51	1	0
436	Douglas	478	3.16	1	2	0	3	0.95	0.63	2	0
437	North Battleford	984	3.98	5	0	0	5	1.26	0.51	0	0
438	Battle River	854	2.90	6	0	0	6	2.07	0.70	0	0
439	Cut Knife	486	4.72	5	2	0	7	1.48	1.44	2	0
440	Hillsdale	615	5.12	8	5	0	13	2.54	2.11	6	0
442	Manitou Lake	618	4.24	8	1	0	9	2.12	1.46	1	0
456	Arborfield	498	5.76	5	0	0	5	0.87	1.00	0	0
457	Connaught	815	8.23	6	1	0	7	0.85	0.86	1	0
458	Willow Creek	918	9.02	6	1	0	7	0.78	0.76	2	0
459	Kinistino	866	13.55	2	5	0	7	0.52	0.81	6	0
460	Birch Hills	775	6.52	5	3	1	9	1.38	1.16	6	1
461	Prince Albert	3,322	10.92	10	3	0	13	1.19	0.39	3	0
463	Duck Lake	953	5.04	1	4	0	5	0.99	0.52	4	0
464	Leask	846	11.18	6	6	0	12	1.07	1.42	8	0
466	Meeting Lake	508	4.27	9	1	0	10	2.34	1.97	1	0
467	Round Hill	458	3.31	7	1	0	8	2.41	1.75	1	0
468	Meota	800	5.53	5	0	0	5	0.90	0.63	0	0
469	Turtle River	374	6.80	7	4	0	11	1.62	2.94	5	0
470	Paynton	301	2.68	6	5	0	11	4.10	3.65	5	0
471	Eldon	838	8.21	9	4	0	13	1.58	1.55	9	0
472	Wilton	1,564	13.45	6	9	0	15	1.11	0.96	14	0
486	Moose Range	1,300	8.77	6	2	1	9	1.03	0.69	4	1
487	Nipawin	1,269	9.66	6	6	0	12	1.24	0.95	9	0
488	Torch River	1,827	15.79	9	4	0	13	0.82	0.71	6	0
490	Garden River	709	6.22	2	0	0	2	0.32	0.28	0	0
491	Buckland	3,444	11.39	12	5	0	17	1.49	0.49	8	0
493	Shellbrook	1,793	13.12	14	3	0	17	1.30	0.95	3	0
494	Canwood	1,718	15.18	15	10	1	26	1.71	1.51	15	2
496	Spiritwood	1,504	9.27	33	3	0	36	3.89	2.39	4	0
497	Medstead	651	3.81	7	2	0	9	2.36	1.38	5	0

1999 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100pop	Persons Injured	Persons Killed
498	Parkdale	691	7.81	9	1	0	10	1.28	1.45	1	0
499	Mervin	1,169	9.72	22	10	2	34	3.50	2.91	25	2
501	Frenchman Butte	1,331	9.52	11	5	0	16	1.68	1.20	7	0
502	Britannia	1,358	9.37	22	8	0	30	3.20	2.21	16	0
520	Paddockwood	1,062	8.12	4	1	0	5	0.62	0.47	1	0
521	Lakeland	581	1.35	0	0	0	0	0.00	0.00	0	0
555	Big River	872	2.89	14	1	0	15	5.19	1.72	1	0
561	Loon Lake	881	6.38	9	3	0	12	1.88	1.36	9	0
588	Meadow Lake	2,612	16.64	12	10	2	24	1.44	0.92	23	3
622	Beaver River	1,090	6.63	10	2	0	12	1.81	1.10	3	0
Totals		**197,292**	**2,018**	**1,775**	**603**	**27**	**2,403**	**1.19**	**1.22**	**916**	**39**

1999 Traffic Accident Rates
by Rural Municipality



Other Provinces

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Other Provinces

Motor vehicle collisions take their toll, not only in Saskatchewan, but also across Canada. It is difficult to make direct comparisons among provinces because there are many variables to consider. Efforts are underway through Transport Canada and the Canadian Council of Motor Transport Administrators to promote uniformity in collision data collection across Canada.

A National Collision Database (NCDB) is maintained by Transport Canada for collision analysis. Statistics may be obtained on individual provinces or on a national basis by calling Transport Canada toll free at 1-800-333-0371.

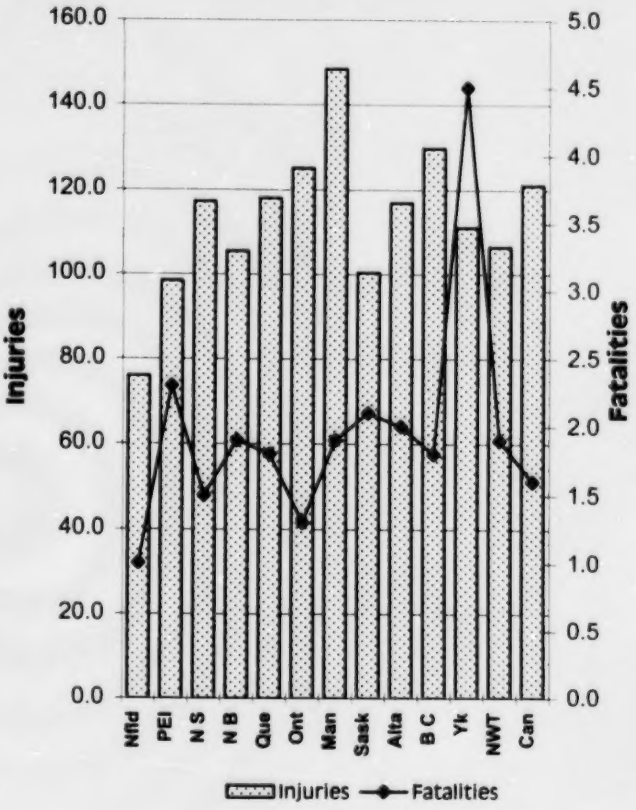
Figure 12.1

Total Collisions and Casualities in Canada**

Year	Casualty Collisions	Victims Killed	Victims Injured
1975	154,874	6,061	220,941
1976	142,271	5,307	199,735
1977	150,138	5,253	214,630
1978	166,051	5,429	239,640
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	167,718	4,120	237,455
1985	183,423	4,364	259,189
1986	186,992	4,068	264,481
1987	196,806	4,286	280,575
1988	193,605	4,154	278,618
1989	192,428	4,246	284,937
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,821
1993	171,227	3,615	247,588
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	158,990	3,091	230,890
1997	152,765	3,064	221,349
1998	150,919	2,927	217,614

Figure 12.2

1998 Casualty Rates Per 10,000 Motor Vehicles Registered



1989 - 1999 Seat Belt Use in Canada by Province **
(% of Drivers Wearing Shoulder Belts in Passenger Cars)

Figure 12.3

Province	1989	1990	1991	1992	1993	1994	1996	1997	1998	1999
Newfoundland	64.6	84.2	91.6	93.9	96.7	95.7	94.3	95.2	90.8	86.9
Prince Edward Island	72.7	65.2	74.7	81.8	83.4	90.2	91.8	88.0	88.0	92.6
Nova Scotia	79.1	83.4	83.9	85.5	87.4	87.0	91.2	90.1	91.2	89.8
New Brunswick	64.4	76.9	81.9	81.3	85.6	88.9	89.5	91.9	91.8	89.6
Quebec	81.6	93.5	92.4	91.3	92.6	92.1	93.2	93.8	94.7	94.9
Ontario	70.8	71.6	79.7	80.5	84.0	88.8	92.3	91.4	91.5	92.4
Manitoba	79.3	73.4	79.4	81.6	82.9	86.1	85.0	87.3	87.6	87.9
Saskatchewan	87.7	91.5	91.5	93.9	93.7	92.7	94.0	93.9	94.1	91.7
Alberta	44.6	88.1	84.4	86.3	86.6	87.8	89.8	87.5	87.8	91.6
British Columbia	85.2	88.3	87.0	91.1	91.4	92.7	92.6	92.0	93.2	92.0
Yukon *			24.5	58.8	80.8	67.6	87.5	97.0	92.2	89.5
Northwest Territories *			74.4	64.7	59.8	75.5	57.8	73.0	54.6	64.4
Canada	**73.9**	**81.9**	**85.1**	**85.9**	**87.8**	**90.1**	**91.9**	**91.5**	**91.9**	**92.3**

* No data was available prior to 1991 for Yukon and Northwest Territories and no survey was completed in 1995

** Source of information: Transport Canada 1998 Publication CL9907(E)

Other Provinces - Section 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of TAIS contacts in each jurisdiction is listed below.

Figure 12.4

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Collision History on Provincial Highways ***

	Collisions **				Victims **				Collision Rates		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
62	2,819	1,293	81	4,193	2,360	95	2,455	2,367	1.77	3.42	0.55
63	2,239	1,086	89	3,414	2,336	119	2,455	2,508	1.36	3.55	0.43
64	2,493	1,165	99	3,757	2,211	135	2,346	2,729	1.38	3.63	0.43
65	2,786	1,314	95	4,195	2,517	134	2,651	2,870	1.46	3.31	0.46
66	3,125	1,360	116	4,601	2,626	134	2,760	3,036	1.52	3.82	0.45
67	3,457	1,560	120	5,137	2,802	166	2,968	3,218	1.60	3.73	0.48
68	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
69	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
70	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
71	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
72	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
73	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
74	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
75	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
76	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
77	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
78	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
79	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
80	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
81	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
82	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
83	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
84	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
85	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
86	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
87	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
88	4,602	1,146	96	5,844	1,985	119	2,104	6,295	0.93	1.52	0.18
89	4,877	1,093	81	6,051	1,985	107	2,092	6,242	0.97	1.30	0.18
90	5,176	1,105	73	6,354	1,957	84	2,041	6,296	1.01	1.16	0.18
91	5,645	971	84	6,700	1,706	99	1,805	6,264	1.07	1.34	0.16
92	5,725	1,071	67	6,863	1,978	79	2,057	6,447	1.06	1.04	0.17
93	4,398	1,066	72	5,536	1,875	85	1,960	6,692	0.83	1.08	0.16
94	4,517	1,119	76	5,712	1,936	91	2,027	6,777	0.84	1.12	0.17
95	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
96	3,783	1,129	63	4,975	1,901	87	1,988	7,141	0.70	0.88	0.16
97	3,438	1,232	70	4,740	2,088	98	2,186	7,232	0.66	0.97	0.17
98	3,063	995	71	4,129	1,751	88	1,839	7,481	0.55	0.95	0.13
99	3,132	1,137	86	4,355	1,972	106	2,078	7,481	0.58	1.15	0.15

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on Provincial Highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

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Collision History on Urban Streets***

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
62	5,846	1,483	18	7,347	2,007	18	2,025
63	6,421	1,643	24	8,088	2,291	24	2,315
64	7,635	1,719	21	9,375	2,356	24	2,380
65	9,026	2,009	24	11,059	2,812	29	2,841
66	10,028	1,891	26	11,945	2,665	31	2,696
67	11,048	1,958	34	13,040	2,758	37	2,795
68	10,494	1,995	33	12,522	2,834	38	2,872
69	11,704	1,984	17	13,705	2,728	22	2,750
70	8,612	2,010	22	10,644	2,838	24	2,862
71	7,413	2,402	36	9,851	3,391	37	3,428
72	8,211	2,664	31	10,906	3,744	32	3,776
73	8,940	2,647	20	11,607	3,752	24	3,776
74	10,596	2,787	37	13,420	3,891	42	3,933
75	12,461	3,051	32	15,544	4,388	34	4,422
76	13,550	2,905	27	16,482	4,054	30	4,084
77	15,548	2,964	20	18,532	4,069	20	4,089
78	19,510	2,888	30	22,428	3,987	37	4,024
79	30,073	3,259	54	33,386	4,685	64	4,749
80	30,279	3,222	37	33,538	4,301	43	4,344
81	22,312	3,152	46	25,510	4,350	49	4,399
82	25,140	3,302	45	28,487	4,510	52	4,562
83	25,450	3,436	35	28,921	4,597	39	4,636
84	19,841	3,329	38	23,208	4,453	44	4,497
85	19,522	3,552	43	23,117	4,820	46	4,866
86	20,134	3,888	41	24,063	5,249	42	5,291
87	20,207	4,087	47	24,341	5,590	52	5,642
88	19,661	3,853	25	23,539	5,148	32	5,180
89	19,373	3,497	25	22,895	4,669	27	4,696
90	18,348	3,353	13	21,714	4,386	16	4,402
91	18,897	3,373	25	22,295	4,554	26	4,580
92	18,168	3,460	25	21,653	4,764	25	4,789
93	12,203	3,644	28	15,875	4,908	28	4,936
94	13,296	3,734	23	17,053	5,025	23	5,048
95	13,990	3,128	24	17,142	4,254	25	4,279
96	15,812	2,914	19	18,745	3,884	21	3,905
97	14,472	3,016	20	17,508	4,128	20	4,148
98	15,773	3,262	17	19,052	4,336	17	4,353
99	15,551	3,540	25	19,116	4,821	28	4,849

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on Provincial Highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

Collision History on Rural Roads

	Collisions **				Victims**			Collision Rates			
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
62	2,146	895	60	3,101	1,677	79	1,756	645	4.81	9.30	1.39
63	3,234	1,053	53	4,340	1,425	57	1,482	1,186	3.66	4.47	0.89
64	3,497	1,084	58	4,639	1,834	70	1,904	1,229	3.77	4.72	0.88
65	3,518	949	47	4,514	1,597	60	1,657	1,244	3.63	3.78	0.76
66	3,957	1,087	74	5,118	1,859	114	1,973	1,265	4.05	5.85	0.86
67	4,342	948	65	5,355	1,667	84	1,751	1,292	4.14	5.03	0.73
68	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
69	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
70	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
71	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
72	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
73	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
74	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
75	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
76	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
77	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
78	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
79	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
80	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
81	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
82	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
83	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
84	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
85	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
86	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
87	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
88	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
89	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
90	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
91	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
92	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
93	2,397	642	26	3,065	1,028	30	1,058	1,974	1.55	1.32	0.33
94	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
95	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
96	2,118	565	18	2,701	858	21	879	1,920	1.41	0.94	0.29
97	2,096	737	32	2,865	1,156	37	1,193	2,018	1.42	1.59	0.37
98	1,736	562	36	2,334	888	39	927	2,035	1.15	1.77	0.28
99	1,773	603	27	2,403	916	39	955	2,035	1.18	1.33	0.30

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

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Collision History on Other Roads

Year	Collisions ** Property Damage*	Personal Injury	Fatal	Total	Victims** Number Injured	Number Killed	Total
62	N/A	N/A	N/A	N/A	N/A	N/A	N/A
63	N/A	N/A	N/A	N/A	N/A	N/A	N/A
64	N/A	N/A	N/A	N/A	N/A	N/A	N/A
65	N/A	N/A	N/A	N/A	N/A	N/A	N/A
66	N/A	N/A	N/A	N/A	N/A	N/A	N/A
67	N/A	N/A	N/A	N/A	N/A	N/A	N/A
68	N/A	N/A	N/A	N/A	N/A	N/A	N/A
69	N/A	N/A	N/A	N/A	N/A	N/A	N/A
70	N/A	N/A	N/A	N/A	N/A	N/A	N/A
71	N/A	N/A	N/A	N/A	N/A	N/A	N/A
72	N/A	N/A	N/A	N/A	N/A	N/A	N/A
73	N/A	N/A	N/A	N/A	N/A	N/A	N/A
74	N/A	N/A	N/A	N/A	N/A	N/A	N/A
75	N/A	N/A	N/A	N/A	N/A	N/A	N/A
76	N/A	N/A	N/A	N/A	N/A	N/A	N/A
77	N/A	N/A	N/A	N/A	N/A	N/A	N/A
78	N/A	N/A	N/A	N/A	N/A	N/A	N/A
79	2,846	326	24	3,196	462	28	490
80	2,981	327	20	3,328	492	20	512
81	765	162	6	933	272	7	279
82	571	139	7	717	253	9	262
83	476	130	14	620	221	17	238
84	409	117	10	536	208	11	219
85	332	101	17	450	196	20	216
86	439	152	14	605	284	17	301
87	411	139	12	562	277	16	293
88	362	113	9	484	195	9	204
89	362	120	8	490	224	9	233
90	359	112	12	483	193	12	205
91	530	149	8	687	271	8	279
92	470	147	8	625	292	8	300
93	286	128	8	422	222	10	232
94	339	135	8	482	214	8	222
95	329	91	11	431	175	13	188
96	311	109	6	426	186	6	192
97	394	140	8	542	234	9	243
98	391	134	4	529	237	4	241
99	412	173	9	594	286	13	299

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Collision History Rural and Other Roads Combined

	Accidents **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
62	2,146	895	60	3,101	1,677	79	1,756
63	3,234	1,053	53	4,340	1,425	57	1,482
64	3,497	1,084	58	4,639	1,834	70	1,904
65	3,518	949	47	4,514	1,597	60	1,657
66	3,957	1,087	74	5,118	1,859	114	1,973
67	4,342	948	65	5,355	1,667	84	1,751
68	3,759	998	67	4,824	1,683	75	1,758
69	3,943	931	54	4,928	1,562	64	1,626
70	3,050	995	45	4,090	1,728	55	1,783
71	3,012	1,253	56	4,321	2,147	61	2,208
72	3,164	1,394	67	4,625	2,367	87	2,454
73	3,985	1,719	61	5,765	2,850	78	2,928
74	4,687	1,773	70	6,530	2,898	84	2,982
75	5,279	1,750	79	7,108	2,913	91	3,004
76	5,701	1,759	70	7,530	2,801	82	2,883
77	6,740	1,948	98	8,786	3,272	118	3,390
78	7,440	1,681	84	9,205	2,727	109	2,836
79	6,827	1,304	72	8,203	2,078	83	2,161
80	7,265	1,393	73	8,731	2,176	82	2,258
81	5,257	1,245	62	6,564	2,044	74	2,118
82	4,702	1,114	55	5,871	1,851	70	1,921
83	4,261	1,054	58	5,373	1,698	70	1,768
84	3,495	1,003	63	4,561	1,629	72	1,701
85	3,395	1,066	60	4,521	1,661	68	1,729
86	3,357	1,018	64	4,439	1,697	73	1,770
87	3,667	1,021	54	4,742	1,657	65	1,722
88	3,697	999	41	4,737	1,607	49	1,656
89	3,718	966	56	4,740	1,486	58	1,544
90	3,745	880	53	4,678	1,326	54	1,380
91	3,760	876	42	4,678	1,395	46	1,441
92	4,005	802	35	4,842	1,304	39	1,343
93	2,683	770	34	3,487	1,250	40	1,290
94	2,861	767	35	3,663	1,238	37	1,275
95	2,903	691	39	3,633	1,138	44	1,182
96	2,429	674	24	3,127	1,044	27	1,071
97	2,490	877	40	3,407	1,390	46	1,436
98	2,127	696	40	2,863	1,125	43	1,168
99	2,185	776	36	2,997	1,202	52	1,254

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

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Collision History on All Provincial Roads

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
62	10,811	3,671	159	14,641	6,044	192	6,236
63	11,894	3,782	166	15,842	6,052	200	6,252
64	13,625	3,968	178	17,771	6,401	229	6,630
65	15,330	4,272	166	19,768	6,926	223	7,149
66	17,110	4,338	216	21,664	7,150	279	7,429
67	18,847	4,466	219	23,532	7,227	287	7,514
68	17,436	4,340	211	21,987	7,106	264	7,370
69	19,023	4,155	177	23,355	6,614	223	6,837
70	14,247	4,262	159	18,668	6,987	207	7,194
71	12,994	5,034	183	18,211	8,136	218	8,354
72	14,006	5,565	216	19,787	9,113	266	9,379
73	15,508	5,896	199	21,603	9,546	251	9,797
74	18,218	6,262	234	24,714	9,955	306	10,261
75	20,806	6,401	229	27,436	10,299	286	10,585
76	22,428	6,149	208	28,785	9,561	263	9,824
77	24,989	5,994	211	31,194	9,243	264	9,507
78	30,116	5,716	226	36,058	8,857	296	9,153
79	41,452	5,829	229	47,510	9,081	290	9,371
80	42,113	5,964	197	48,274	8,884	265	9,149
81	32,424	5,645	216	38,285	8,660	262	8,922
82	34,570	5,606	190	40,366	8,516	240	8,756
83	34,069	5,603	183	39,855	8,262	235	8,497
84	27,082	5,377	187	32,646	7,904	221	8,125
85	26,754	5,760	185	32,699	8,465	214	8,679
86	27,217	5,950	207	33,374	8,829	245	9,074
87	27,884	6,156	193	34,233	9,135	236	9,371
88	27,889	5,975	160	34,024	8,740	200	8,940
89	27,883	5,521	162	33,566	8,140	192	8,332
90	27,165	5,309	137	32,611	7,669	154	7,823
91	28,302	5,220	151	33,673	7,655	171	7,826
92	27,898	5,333	127	33,358	8,046	143	8,189
93	19,284	5,480	134	24,898	8,033	153	8,186
94	20,674	5,620	134	26,428	8,199	151	8,350
95	21,760	5,015	135	26,910	7,472	157	7,629
96	22,024	4,717	106	26,847	6,829	135	6,964
97	20,400	5,125	130	25,655	7,606	164	7,770
98	20,963	4,953	128	26,044	7,212	148	7,360
99	20,868	5,453	147	26,468	7,995	186	8,181

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Collision History Rates - All Provincial Roads

Year	Registered Vehicles **	Licenced Drivers **	Sask. Pop.*	Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.	Casualty Collisions	Casualty Collision Rates C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.
62	372,219	384,465	930,000	3.93	3.81	1.57	3,830	1.03	1.00	0.41
63	382,190	400,178	933,000	4.15	3.96	1.70	3,948	1.03	0.99	0.42
64	396,741	411,623	942,000	4.48	4.32	1.89	4,146	1.05	1.01	0.44
65	418,606	430,182	950,000	4.72	4.60	2.08	4,438	1.06	1.03	0.47
66	438,558	442,490	955,300	4.94	4.90	2.27	4,554	1.04	1.03	0.48
67	454,262	469,685	957,000	5.18	5.01	2.46	4,685	1.03	1.00	0.49
68	464,017	474,068	960,000	4.74	4.64	2.29	4,551	0.98	0.96	0.47
69	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.45
70	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.47
71	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.56
72	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.63
73	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.67
74	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.72
75	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.72
76	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.68
77	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.66
78	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.62
79	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.63
80	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.64
81	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.60
82	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.59
83	701,993	633,893	1001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.58
84	719,856	642,358	1015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.55
85	720,022	647,121	1025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.58
86	735,626	649,989	1029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.60
87	738,682	651,609	1032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.61
88	715,227	647,445	1028,050	4.76	5.26	3.31	6,135	0.86	0.95	0.60
89	704,983	624,964	1019,265	4.76	5.37	3.29	5,683	0.81	0.91	0.56
90	701,257	638,600	1007,115	4.65	5.11	3.24	5,446	0.78	0.85	0.54
91	702,380	636,872	1002,668	4.79	5.29	3.36	5,371	0.76	0.84	0.54
92	702,322	640,428	1003,987	4.75	5.21	3.32	5,460	0.78	0.85	0.54
93	698,429	643,995	1006,949	3.56	3.87	2.47	5,614	0.80	0.87	0.56
94	702,056	645,723	1009,685	3.76	4.09	2.62	5,754	0.82	0.89	0.57
95	705,747	647,786	1014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
96	712,609	654,973	1019,459	3.77	4.10	2.63	4,823	0.68	0.74	0.47
97	717,561	658,972	1022,176	3.58	3.89	2.51	5,255	0.73	0.80	0.51
98	715,442	662,810	1024,387	3.64	3.93	2.54	5,081	0.71	0.77	0.50
99	714,241	667,378	1028,221	3.71	3.97	2.57	5,600	0.78	0.84	0.54

* Population - Statistics Canada July 1 Populations.

** Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61)

FATAL ACCIDENT LOCATIONS ON RURAL PROVINCIAL HIGHWAYS

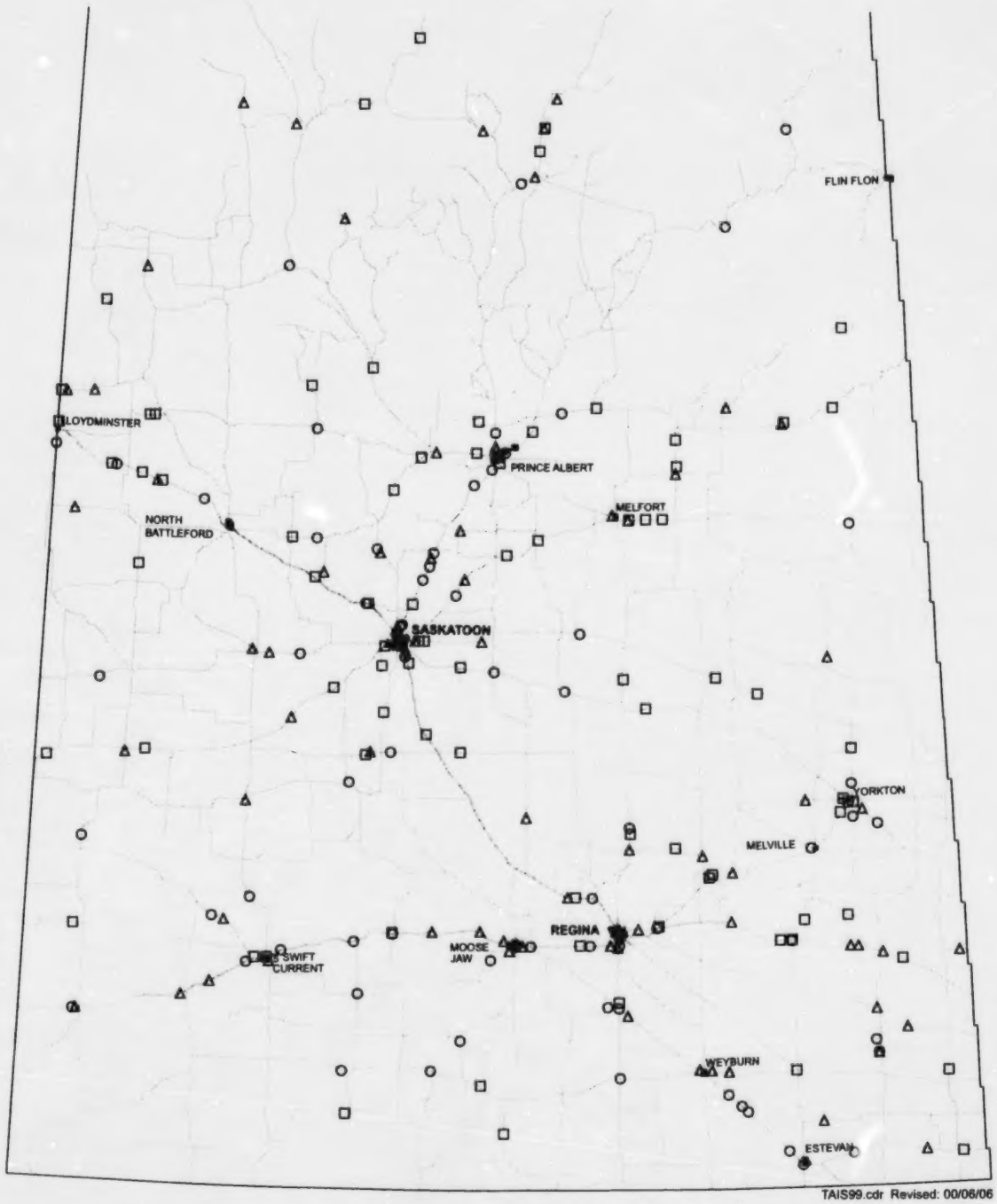
Note:

1. Fatal accidents on streets and rural municipal and other roads during the same period are not shown.

△ 1997 - 98 Persons were killed in 70 accidents

○ 1998 - 88 Persons were killed in 71 accidents

□ 1999 - 106 Persons were killed in 86 accidents



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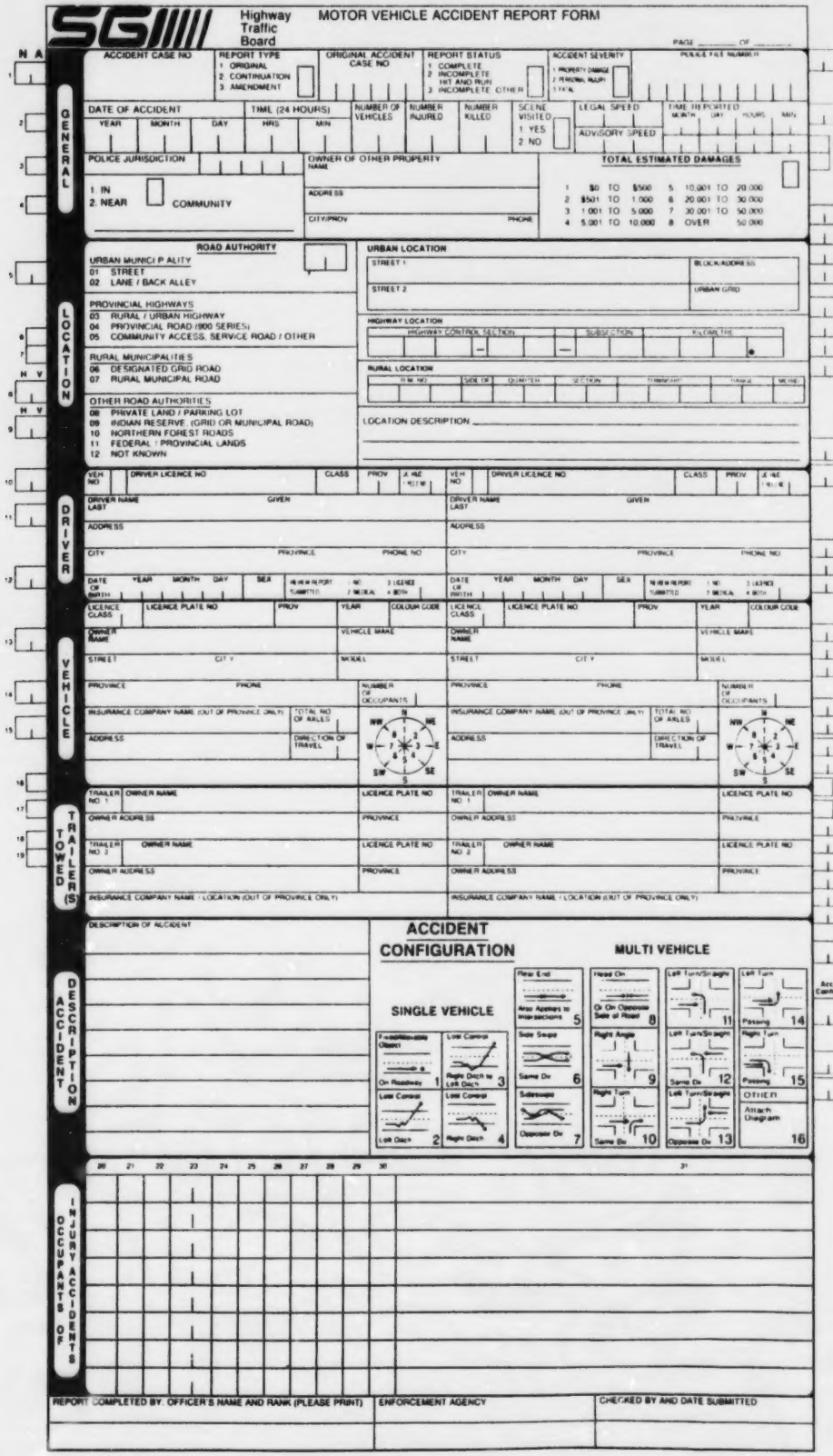


SGI Highway Traffic Board

MOTOR VEHICLE ACCIDENT REPORT FORM

PAGE ____ OF ____

N A

GENERAL

ACCIDENT CASE NO | REPORT TYPE (1 ORIGINAL, 2 CONTINUATION, 3 AMENDMENT) | ORIGINAL ACCIDENT CASE NO | REPORT STATUS (1 COMPLETE, 2 INCOMPLETE, 3 HIT AND RUN, 3 INCOMPLETE OTHER) | ACCIDENT SEVERITY (1 PROPERTY DAMAGE, 2 PERSONAL INJURY, 3 FATAL) | POLICE FILE NUMBER

DATE OF ACCIDENT (YEAR, MONTH, DAY) | TIME (24 HOURS) (HRS, MIN) | NUMBER OF VEHICLES | NUMBER INJURED | NUMBER KILLED | SCENE VISITED (1 YES, 2 NO) | LEGAL SPEED | ADVISORY SPEED | TIME REPORTED (MONTH, DAY, HOURS, MIN)

POLICE JURISDICTION | 1 IN, 2 NEAR COMMUNITY | OWNER OF OTHER PROPERTY NAME | ADDRESS | CITY/PROV | PHONE

TOTAL ESTIMATED DAMAGES

1	$0 TO $500	5	10,001 TO	20,000	
2	$501 TO 1,000	6	20,001 TO	30,000	
3	1,001 TO 5,000	7	30,001 TO	50,000	
4	5,001 TO 10,000	8	OVER	50,000	

LOCATION

ROAD AUTHORITY

URBAN MUNICIPALITY
01 STREET
02 LANE / BACK ALLEY

PROVINCIAL HIGHWAYS
03 RURAL / URBAN HIGHWAY
04 PROVINCIAL ROAD (900 SERIES)
05 COMMUNITY ACCESS, SERVICE ROAD / OTHER

RURAL MUNICIPALITIES
06 DESIGNATED GRID ROAD
07 RURAL MUNICIPAL ROAD

OTHER ROAD AUTHORITIES
08 PRIVATE LAND / PARKING LOT
09 INDIAN RESERVE (GRID OR MUNICIPAL ROAD)
10 NORTHERN FOREST ROADS
11 FEDERAL / PROVINCIAL LANDS
12 NOT KNOWN

URBAN LOCATION: STREET 1 | BLOCK ADDRESS | STREET 2 | URBAN GRID

HIGHWAY LOCATION: HIGHWAY CONTROL SECTION | SUBSECTION | KILOMETRE

RURAL LOCATION: RR NO | SIDE OF | QUARTER | SECTION | TOWNSHIP | RANGE | METRE

LOCATION DESCRIPTION

DRIVER

VEH NO | DRIVER LICENCE NO | CLASS | PROV | X-REF (VEH #) | DRIVER NAME LAST | GIVEN | ADDRESS | CITY | PROVINCE | PHONE NO | DATE OF BIRTH (YEAR, MONTH, DAY) | SEX | NEW REPORT SUBMITTED (1 NO, 2 LICENCE, 3 MEDICAL, 4 BOTH)

VEHICLE

LICENCE CLASS | LICENCE PLATE NO | PROV | YEAR | COLOUR CODE | OWNER NAME | VEHICLE MAKE | STREET | CITY | MODEL | PROVINCE | PHONE | NUMBER OF OCCUPANTS | INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY) | TOTAL NO OF AXLES | ADDRESS | DIRECTION OF TRAVEL (NW, N, NE, W, E, SW, S, SE)

TOWED TRAILER(S)

TRAILER NO 1 | OWNER NAME | LICENCE PLATE NO | OWNER ADDRESS | PROVINCE

TRAILER NO 2 | OWNER NAME | LICENCE PLATE NO | OWNER ADDRESS | PROVINCE

INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)

ACCIDENT DESCRIPTION

DESCRIPTION OF ACCIDENT

ACCIDENT CONFIGURATION

SINGLE VEHICLE

1 Pedestrian/Object On Roadway
2 Left Ditch
3 Left Control / Right Ditch to Left Ditch
4 Left Control / Right Ditch

MULTI VEHICLE

5 Rear End / Angle Approach to Intersections
6 Side Swipe Same Dir
7 Sideswipe Opposite Dir
8 Head On / Or On Opposite Side of Road
9 Right Angle
10 Right Turn Same Dir
11 Left Turn/Straight
12 Left Turn/Straight Same Dir
13 Left Turn/Straight Opposite Dir
14 Left Turn Passing
15 Right Turn Passing
OTHER
16 Attach Diagram

Acc Config

OCCUPANTS OF INJURY ACCIDENTS

20 21 22 23 24 25 26 27 28 29 30 31

REPORT COMPLETED BY: OFFICER'S NAME AND RANK (PLEASE PRINT) | ENFORCEMENT AGENCY | CHECKED BY AND DATE SUBMITTED

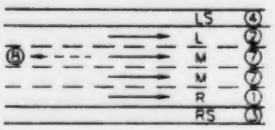
Appendix - A 4.1 Sask. MVA Report Form Template - Front

Appendix - A 4.2 Sask. MVA Report Form Template - Back

DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

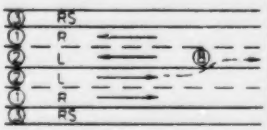
MULTI LANE



SINGLE LANE

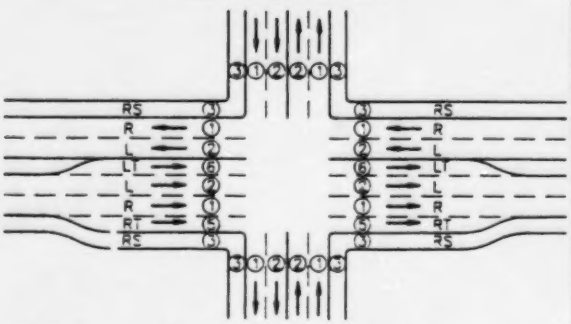
TWO WAY TRAFFIC

MULTI LANE



SINGLE LANE

INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An " X " can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one " x " at the beginning of the section will be sufficient.

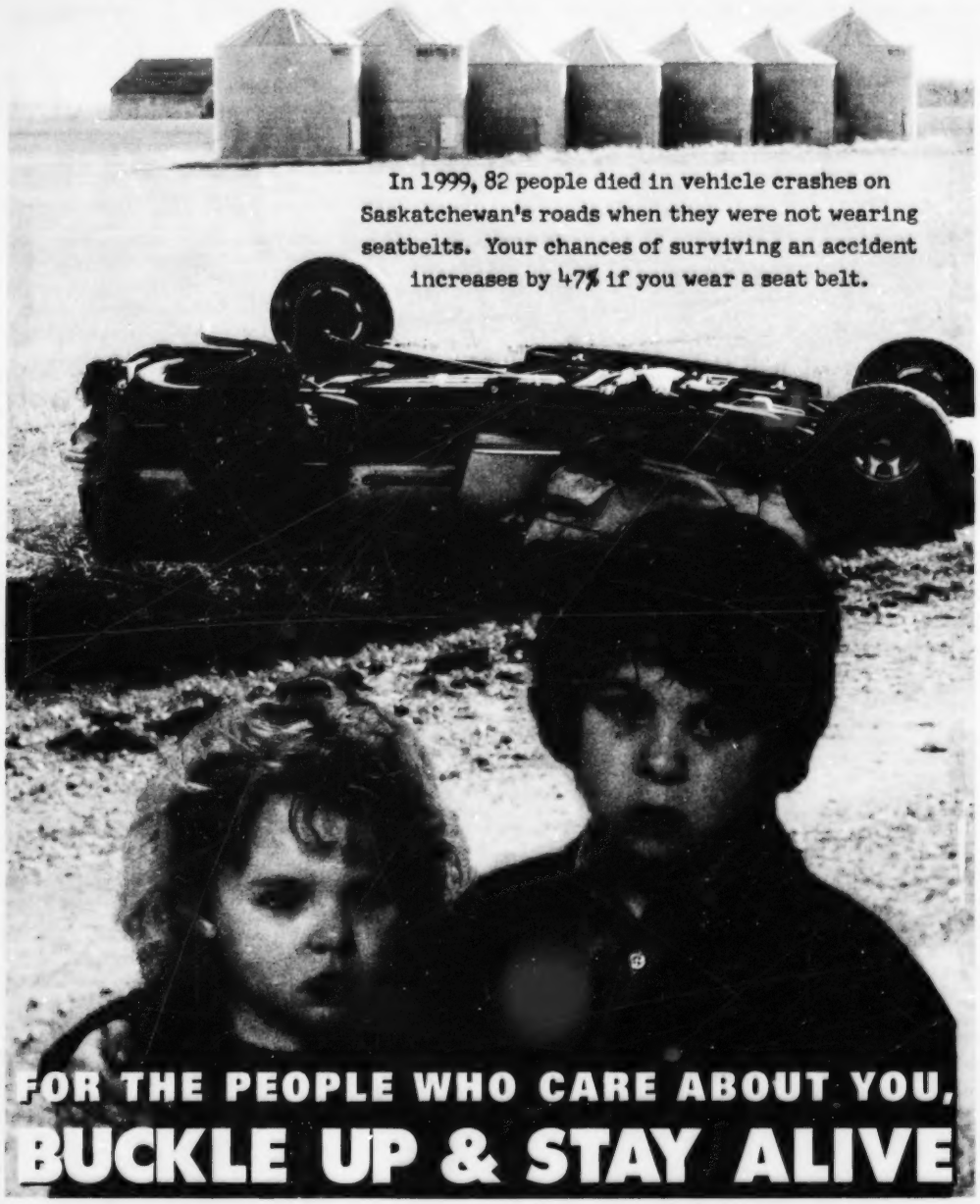
SGI's DRIVER IMPROVEMENT PROGRAM

COMMON OFFENCES	POINTS ASSIGNED
At-fault accident	4
Stunting	4
Driving while suspended or refused licence	4
Driving without due care and attention	4
Running a stop sign	4
Running a red light	4
Exceeding the speed limit	2
Driving too fast for road conditions	2
Driving an unregistered vehicle	2
Driver failing to wear a seat belt	2
No driver's licence or inappropriate licence	2
Driving an improperly equipped vehicle	1

POINTS	ACTION
9	Warning letter
13 - 16	Inverview with SGI personnel
17 - 20	1 month licence suspension
21 - 24	3 month licence suspension
25 or more	6 month licence suspension

So, you think if you don't wear a SEAT BELT you're not hurting anyone but yourself...

You're WRONG


In 1999, 82 people died in vehicle crashes on Saskatchewan's roads when they were not wearing seatbelts. Your chances of surviving an accident increases by 47% if you wear a seat belt.
FOR THE PEOPLE WHO CARE ABOUT YOU,
BUCKLE UP & STAY ALIVE

For more information, contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Auto Fund Div., SGI
4th Floor, 2260-11th Avenue
Regina, Saskatchewan
S4P 2N7

Phone: (306) 775-6668
Fax: (306) 775-6222
Internet E-Mail: dmcnaughton@sgi.sk.ca

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